



AGENDA

OPERATIONS COMMITTEE MEETING Wednesday 30 November 2005

Chairman: Mr Garry Payne

**Administrators: Mr Garry Payne
Ms Lucy Turnbull
Mr Max Boyd**

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ITEMS FOR CONSIDERATION OF THE COMMITTEE:

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CONFIRMATION OF MINUTES

Minutes of the Operations Committee Meeting held 16 November 2005

UNDER SEPARATE COVER/FURTHER INFORMATION:

1. Minutes of the Operations Committee Meeting held Wednesday 16 November 2005 (DW 1299180)
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REPORTS THROUGH THE ACTING GENERAL MANAGER

REPORTS FROM DIRECTOR GOVERNANCE & CORPORATE SERVICES

1 [GC] Budget Review 2005/2006

ORIGIN:

Financial Services

SUMMARY OF REPORT:

The recent September Quarterly Budget Review adopted by Council on 16 November 2005, highlighted the need to identify a reduction in budgeted expenditure of \$360,550.

The recent 30 June flood event has cost the community in excess of \$245,000 whilst legal fees have increased by \$80,000.

RECOMMENDATION:

That the expenditure items, as detailed within the body of the report, be voted and adjusted in accordance with the revised total expenditure for the year.

REPORT:

The recent September Quarterly Budget Review adopted by Council on 16 November 2005, highlighted the need to identify a reduction in budgeted expenditure.

The recent 30 June flood event has cost the community in excess of \$245,000 whilst legal fees have increased by \$80,000.

The following items have been identified for reduction:-

<i>Reduction in Budget expenses to be identified</i>	<u>360,550</u>
1 Valuation Fees	10,000
2 Land Development Reserve (funding of Wardrop Valley works)	90,000
3 Urban Roads Construction Program	
Tweed Street, Murwillumbah	160,000
Townners Avenue, Bogangar	<u>100,550</u>
	360,550
 Balance	 0

1. Valuation Fees from the Valuer Generals Department is less than budgeted.
2. The Land Development Reserve be used for the funding of road works relating to the subdivision of Wardrop Valley
3. The two projects within the Urban Construction Program will be reconsidered in the 2006/07 works program.

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

As discussed in the report.

POLICY IMPLICATIONS:

Nil.

UNDER SEPARATE COVER/FURTHER INFORMATION:

Nil.

2 [GC] Tweed Economic Development Corporation (TEDC) Quarterly Performance Report - July to September 2005

ORIGIN:

Corporate Performance

SUMMARY OF REPORT:

In accordance with the Performance Agreement with Council, the Tweed Economic Development Corporation is required to report quarterly to Council.

The Chief Executive Officer's report for the period July to September 2005 is detailed overleaf.

RECOMMENDATION:

That this report be received and noted.

REPORT:

In accordance with the terms of agreement between Tweed Shire Council and the Tweed Economic Development Corporation, following is the Chief Executive Officer's report on the activities of the Tweed Economic Development Corporation for the period July to September 2005.

CHIEF EXECUTIVE OFFICER'S QUARTERLY REPORT:

1) Economic Model Update

- TEDC has now completed modelling of the following Tweed Industries: Sugar Industry and Food Manufacturing
- TEDC developed an economic impact report for Kyogle Shire Council following the Norpily disaster
- TEDC has been advised by the NSW Government that it has put funds aside to extend the Economic Model concept across regional NSW
- The TEDC is conducting modelling on the Tweed Tourism Industry and the proposed Chinderah Bay Marina Project
- TEDC has estimated from the Model the value of the construction industry across the region based on 2002/2003 statistics which shows the following:

Construction /Jobs	Total Value
Total Construction for the region - Tweed, Byron, Ballina, Kyogle and Lismore	\$1,122 Billion
Total Construction for Tweed	\$497,700 or 44.36% of regional construction
Total Number of Jobs for Region	5472
Total Number of Jobs for Tweed	2423 or 44.28%

This information can be useful in assessing impacts of policy changes in terms of residential/commercial/industrial land releases.

- In November 2005, the process of updating the Model Regional Set of Accounts will begin
- The TEDC has engaged the services of Ms Barbara Bayne on a casual basis to assist with economic analysis work
- The TEDC will be conducting a follow up training day for representatives of participating regional LGA's in November 2005.
- The TEDC is also establishing a Network User Group to assist with regional understanding, development and use of the modelling data.

2) Gold Coast Aviation Transport Hub Project

- The project is scheduled for completion in November 2005
- A draft preliminary report has been received and is being assessed by the stakeholders management group
- Extracts from the draft report on freight forecasts prepared by DOTARS shows the growth of non bulk road freight nearly doubling for Australian from 2000/2020 and growing at twice this rate between NSW and QLD.

Non bulk road freight grows at 2.2 times the rate of economic growth. With the Gold Coast/Tweed area growing at about 3% per year, this means that non bulk road freight is expected to grow at 7% per year, which will mean a doubling in 10 years.

The report shows non bulk freight flows:

- ▲ In 2002 1,557 kilo tonnes of freight originated in NSW destined for QLD
- ▲ 1,229 kilo tonnes of freight originated in QLD destined for NSW in 2002
- ▲ By 2020 NSW freight to QLD increases to 3,018 kilo tonnes (up 96%) and
- ▲ Freight from QLD to NSW increasing to 2592 kilo tonnes by 2020 (up 111%).

The report also provides advice from NSW RTA regarding the breakdown of road freight on the Pacific Highway. The RTA estimates between 77% and 84% of the Sydney to Brisbane/Gold Coast/Tweed region road freight uses the Pacific Highway.

The report also suggests, based on conservative assumptions and on 2016 population forecasts for Tweed of 115,000 people, that an additional 13,000 jobs will need to be created in Tweed Shire by 2015, an increase of 71% over the existing level of employment.

The above statistics clearly reinforces the opportunity to grow enterprise park related industry and investment growth. The statistics also reinforces the importance of the transport links and connectivity with SEQ.

3) Tweed Slipway Refurbishment

- The funding application is being assessed by DOTARS in Canberra
- A request has been received by TEDC from DOTARS requiring DA approval for the project
- TEDC has engaged Dept of Commerce to prepare the DA and address all of the issues arising out of the DA process
- This will hopefully only cause a delay to the project and not a loss of funds.

4) Industrial Land

- The TEDC has lodged a submission on the proposed Pottsville rezoning process
- The TEDC submission strongly suggests the need to adopt a long term visionary approach to enterprise land development in the Tweed
- The approved Tweed Valley Enterprise Park development is progressing ahead of schedule
- An opportunity exists to create a totally integrated master planned estate in the Tweed where the real essence of work, live and play can be put into practice, focused on and around the Tweed Valley Enterprise Park proposal

- A visionary master planned approach would avoid future community conflict and concerns
- TEDC continues to field enquiries from potential investors and businesses wishing to establish in the Tweed

5) Rural Land Use Study II

A final proposal with costings is expected by mid October. This project is seen as a priority project by the TEDC Board.

6) Marine Industry Supply Chain

The TEDC has agreed to be part of a Southroc/Tweed regional project to evaluate supply chain issues related to the Marine Manufacturing Industry. This project is seen as having the potential to assist growth in the Marine Manufacturing Industry.

7) Food Manufacturing Project

The TEDC is currently evaluating the possibility of a specific innovative approach to assisting and facilitating growth in the food manufacturing sector.

8) Murwillumbah Master Plan Project Proposal

- The application for funding of this project to DOTARS was unsuccessful
- A master plan for Murwillumbah is critical in the view of TEDC, for the following reasons:
 - ▲ Predicted population growth for Tweed will not all happen on the Tweed Coast
 - ▲ The “Still Country” feel of the Murwillumbah township is very much an attraction for tourism and the region
 - ▲ Parking continues to be a major issue and any suggestion of 1 hour parking in the main street would be a reaction with possible serious economic implications
 - ▲ One hour parking simply shifts the problem to somewhere else and if there’s nowhere else to go then they leave town. Hence the need for a master plan for the future for Murwillumbah
 - ▲ Areas need to be identified, zoned, set aside for retail/commercial growth in Murwillumbah
 - ▲ Transport connectivity through and around the town should be part of the process of a master planned approach
 - ▲ The Tweed Valley Enterprise Park will have economic impact and benefits for Murwillumbah and the Tweed.

9) Cross Border Regulation Reduction Incentive Project

- The TEDC has joined the Gold Coast City Council Economic Development Unit as a partner in this project

An application for funding has been prepared and submitted for assessment.

- This project is seen as extremely significant for the Gold Coast/Tweed region as it proposes to address across border differences which potentially impact on the cross border regional economies.

10) Southern Boat Harbour

The TEDC has developed a brief for the preparation of a master plan and plan of management and re-development of the Southern Boat Harbour. The project is a joint TEDC, Dept of Lands initiative, with the Dept of Lands providing \$25,000.00 as seed funding for the project.

The proposal is to include representatives from TEDC, Dept of Lands, Tweed Shire Council, and Dept of State & Regional Development to manage the project.

The project will also address issues surrounding the Anchorage.

Additional funds may need to be sought from participating partners.

11) Tweed Aviation Industry Opportunities

Under Investigation at present.

12) Tweed Heads CBD Project Facilitation Team

The TEDC continues to be an active member of the PFT.

Re-development of the Jack Evans Boat Harbour is seen as a very significant project which has the capacity to act as a catalyst by assisting TEDC in achieving funding for the development of the Tweed River Link Project. A major tourism infrastructure project.

13) TEDC Tenure at 41-43 Commercial Road Murwillumbah

The TEDC has negotiated a new lease at the current location securing tenure in the first term until 2008.

14) TEDC/TSC Agreement

The TEDC/TSC Agreement has been agreed to and signed.

15) TEDC Website and eBulletin

- TEDC continues to produce the monthly eBulletin
- The proposed update of the TEDC website is scheduled to commence in November
- TEDC web statistics attached.

	No. of Visitors	No. of Repeat visitors	No. of Page Views	No. of Hits
March 04	1593	1133	1636	9268
April 04	1218	655	907	5841
May 04	1512	978	1435	7820
June 04	1460	923	1246	6976
July 04	1272	823	1016	6811
August 04	2064	1807	2216	13503
September 04	1913	1479	1774	9918
October 04	2166	2079	2062	12376
November 04	1989	1862	2336	12990
December 04	2099	1941	1762	10677
January 05	2066	1949	1857	10740
February 05	2450	2346	1956	11687
March 05	2639	2443	2431	15624
April 05	2715	2479	2460	14170
May 05	2442	2273	2552	15200
June 05	2031	1847	2609	13945
July 05	2257	2045	2531	16324
August 05	2490	2145	2638	15210
September 05	2190	1794	2558	13,212

TEDC Annual General Meeting

The TEDC Annual General Meeting will be held on

Friday, 25th November 2005

Commencing at 6.00 pm

Venue: South Tweed Sports Club

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

Nil.

POLICY IMPLICATIONS:

Nil.

UNDER SEPARATE COVER/FURTHER INFORMATION:

1. Confidential - TEDC Financial Reports for July to September 2005 (DW 1288874).
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3 [GC] Tweed Economic Development Corporation - 2004/2005 Annual Report

ORIGIN:

Corporate Performance

SUMMARY OF REPORT:

The Tweed Economic Development Corporation Board has released its Annual Report for 2004/2005. A summary of the report has highlighted the achievements for 2004/2005 and it identifies the projects planned for commencement during 2005/2006.

The hard copy Annual Report is available for review on request.

RECOMMENDATION:

That this report be received and noted.

REPORT:

As per summary.

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

Nil.

POLICY IMPLICATIONS:

Nil.

UNDER SEPARATE COVER/FURTHER INFORMATION:

Nil.

REPORTS FROM ACTING DIRECTOR ENGINEERING & OPERATIONS

4 [EO] Naming of a Council Public Road Reserve located to the west of Crescent Street, Chinderah

ORIGIN:

Design

FILE NO: GS5/1 Pt3

SUMMARY OF REPORT:

There is a necessity for the naming of a Council Public Road coming off Crescent Street, Chinderah. The road reserve provides access to the yet to be constructed Kingscliff sewerage treatment plant. There are other landowners who access their properties from this road reserve. The road reserve was formalised as a Council Public Road by gazettal on 23 September, 2005 pursuant to section 16 of the Roads Act, 1993.

The requirement to formally gazette the road reserve was due to the road reserve not being dedicated as road in the plan that first showed the area set aside for road reserve. This plan was DP 960980 and it was registered in 1918.

Subsequent plans showed the road reserve, and when Portions 234, 235 and 236 of the Parish of Cudgen were subdivided by Altona Pastoral Company Ltd in 1980, creating DP 611021. The title for the "road" was deemed to have remained as part of those Portions as there had not been a formal dedication as road for the area set aside and shown as road on the plan.

Section 16 of the Roads Act provides that where such an omission has occurred in a plan registered before 1 January 1920, the council of the local government area may dedicate the land as public road.

Such a gazettal, as noted above, occurred on 23 September, 2005.

In light of the road reserve having been excised from the land formerly owned by the now defunct Altona Pastoral Company and the necessity to name the road, it is suggested that the road reserve be named "*Altona Road*" as acknowledgement of the excision.

It is now necessary for Council to resolve to advertise its intention to name the road reserve as "*Altona Road*" and seek submissions about this name in pursuance of Council's obligations under the Roads Act and its Regulations.

RECOMMENDATION:

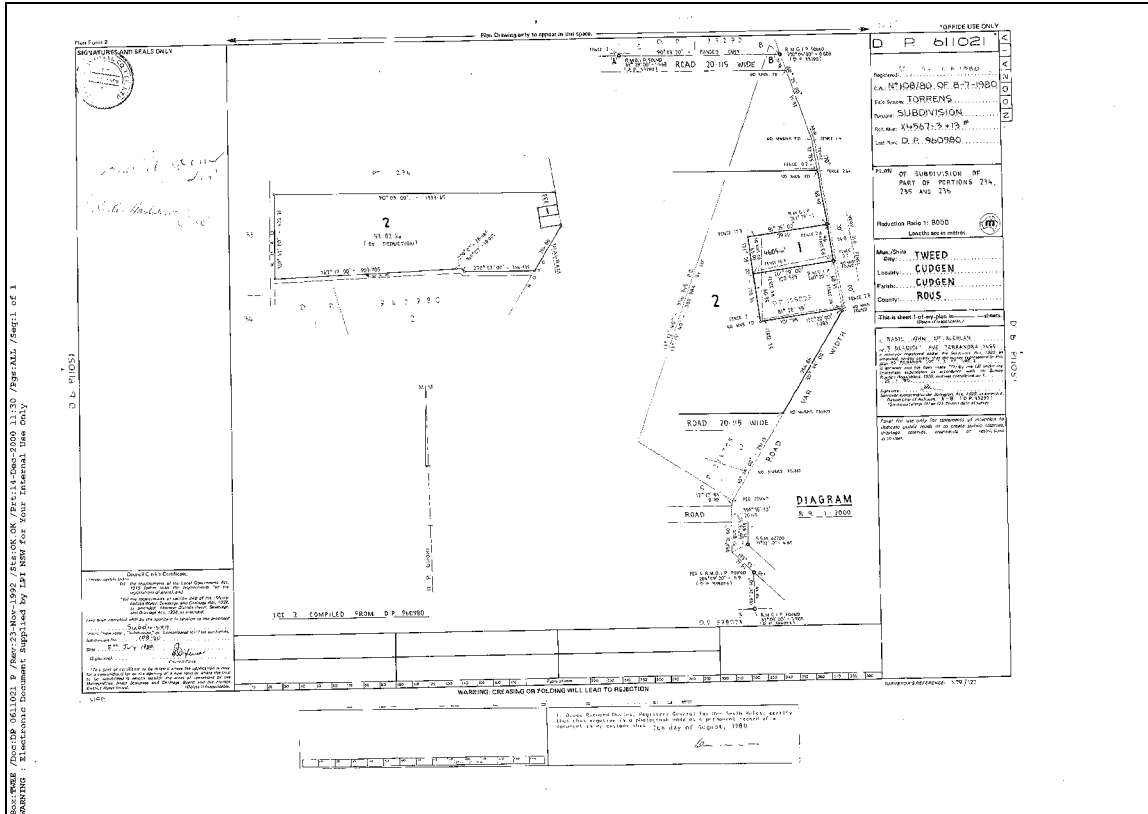
That Council:-

- 1. Publicises its intention to name the road coming off Crescent Street, Chinderah as "*Altona Road*" allowing one month for objections to the proposal;**
- 2. Notifies the relevant authorities under the provisions of the Roads (General) Regulation 1994.**

REPORT:

As per Summary of Report.

The plan below shows the road reserve in the land subdivided by Altona Pastoral Company Limited:



LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

Nil.

POLICY IMPLICATIONS:

Nil.

UNDER SEPARATE COVER/FURTHER INFORMATION:

Nil.

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REPORTS FROM DIRECTOR ENVIRONMENT & COMMUNITY SERVICES

5 [EC] Beach Vehicle Access

ORIGIN:

Environment & Health Services

SUMMARY OF REPORT:

A letter has been received from the Tweed River Entrance Sand Bypassing Company requesting access to North Fingal Beach by a 50cc motor scooter to monitor and assess the effects of the project on the beach foreshore and dune areas.

RECOMMENDATION:

That:-

1. Council approves access to North Fingal Beach by a 50cc motor scooter by the Tweed River Entrance Sand Bypassing Company as part of the monitoring program.
2. Council waives the fee of \$216.00 associated with the beach vehicle access.
3. The Tweed River Entrance Sand Bypassing Company displays a current beach vehicle permit sticker on the scooter and that the vehicle be used for monitoring purposes only.
4. The Tweed River Entrance Sand Bypassing Company complies with the General Conditions for Beach Vehicle Access Permits other than the requirement to be a conventional four wheel drive vehicle.

REPORT:

A letter has been received from the Tweed River Entrance Sand Bypassing Company (TRESBC) requesting access to North Fingal Beach by a 50cc motor scooter to monitor and assess the effects of the project on the beach foreshore and dune areas. This will incorporate monitoring the effects on beach recession, dune development, vegetation progression and also to dispose of fallen trees that may be a potential hazard to both the public and the equipment associated with the project.

Councils current policy states that to obtain a beach vehicle permit the vehicles must be a conventional four (4) wheel drive vehicle. TRESBC have requested beach access by the scooter as it is possible to access the beach during high tides and is easier to traverse soft sand. Council Rangers have noted that this section of beach is virtually inaccessible at high tide by a four wheel drive vehicle. The scooter is also lightweight enabling the operator to lift the vehicle over obstacles such as fallen trees, etc and will provide direct access to the beach from the sand pumping facility.

To facilitate the monitoring program of the sand bypass project it is recommended that approval be granted to utilise a 50cc motor scooter on North Fingal Beach. All other conditions of beach vehicle access should apply other than the vehicle being a conventional four wheel drive vehicle.

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

It is proposed to waive the fee of \$216.00 associated with beach vehicle access.

POLICY IMPLICATIONS:

Nil.

UNDER SEPARATE COVER/FURTHER INFORMATION:

Nil.

6 [EC] Family Day Care Centre, Tweed Heads

ORIGIN:

Environment & Health Services

SUMMARY OF REPORT:

The Tweed Shire Family Day Care are building a new premises on the recreation ground at Tweed Heads for which Council has previously given approval. The Family Day Care have now approached Council for a grant of \$25,000 to assist in the completion of the works.

Council has previously resolved to demolish the Council owned premises they currently occupy at 41 Boyd Street, Tweed Heads and it is considered that the requested \$25,000 could be funded from the disposal of the property.

The Family Day Care currently supervise over 100 home based child care facilities within the Shire and accordingly it is recommended that the grant be provided and funded from future disposal of the land at 41 Boyd Street, Tweed Heads and that in the interim should be funded from the Non Domestic Waste Reserve.

RECOMMENDATION:

That:-

- 1. Council provides a \$25,000 grant to the Tweed Shire Family Day Care Centre and fund such from future disposal of 41 Boyd Street, Tweed Heads.**
- 2. In the interim, funding to be provided from the Non Domestic Waste Reserve.**

REPORT:

As per summary.

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

No budget allocation for grant - to be funded from future disposal of 41 Boyd Street, Tweed Heads and repaid to the Non Domestic Waste Reserve.

POLICY IMPLICATIONS:

Nil.

UNDER SEPARATE COVER/FURTHER INFORMATION:

Nil.

7 [EC] Request for 'In Kind' Support/Waive Fee

ORIGIN:

Environment & Health Services

SUMMARY OF REPORT:

Council has received requests from various organisations asking that Council provides in-kind support/waives the fees for room hire. Details of the requests are reproduced in the body of this report.

In accordance with Section 356 of the Local Government Act 1993 - Donations, Council resolved on 6 October 2004 that:-

"... in future, all donations made by Council, whether in cash or in kind, be made by way of a resolution of Council."

RECOMMENDATION:

That Council:-

- 1. Approves the use of the Murwillumbah Civic Centre Auditorium at no fee by the Ministers' Fraternal on 10 and 11 December 2005.**
- 2. Approves the use of the Kingscliff Amenities Hall by the Kingscliff Family Mission at no fee from 28 December 2005 to 6 January 2006.**
- 3. Approves the use of the Tweed Heads Civic Centre Auditorium by the Twin Towns Garden Club for \$70.00 per month for monthly meetings and \$110.20 for the Annual Flower Show to be held on 9 September 2006 (including Friday 8 September 2006).**
- 4. Not approves any fee reduction for Tweed and Coolangatta Tourism Inc (TACTIC) for use of the Tweed River Art Gallery.**

REPORT:

Council has received requests from various organisations asking that Council provides in-kind support/waives the fees for room hire. Details of the requests are reproduced as follows:-

Organisation	Request	Est \$ Amount of Waiver	Application Summary	Meet Guidelines?
Murwillumbah Ministers Fraternal	Waive fees for the hire of Murwillumbah Civic Centre	\$241.00	The Murwillumbah Ministers Fraternal requests a fee waiver to hire the Murwillumbah Civic Centre Auditorium to hold Annual Christmas Carols on 10 and 11 December 2005.	Yes
Kingscliff Family Mission	Waive fees for the hire of Kingscliff Community Hall	\$760.00	The Kingscliff Family Mission (Scripture Union Queensland) requests a fee waiver to hire the Kingscliff Community Hall from 28 December 2005 to 6 January 2006 to hold their evening programs with a focus for youth.	Yes Council has previously agreed to this request.
Twin Towns & District Garden Club Inc	Continued support at the current fee for monthly meetings 2.30am until noon and to hold their Annual Flower Show on 9 September 2006	Monthly meeting - \$179 Flower Show - \$192.00	The Twin Towns & District Garden Club Inc requests that Council maintains the monthly rental of the Tweed Heads Civic Centre at \$70.00 per month to allow the holding of monthly meetings and that the fee charged for the Annual Flower Show on 9 September 2006 be \$110.20 in total ie Friday is free of charge.	No. However this reduced fee has been a long standing arrangement with this Club.

Organisation	Request	Est \$ Amount of Waiver	Application Summary	Meet Guidelines?
Tweed and Coolangatta Tourism Inc	Waive fee for use of Tweed Regional Art Gallery	\$355.00	TACTIC requests fee waiver to use the Tweed Regional Art Gallery on 1 December 2005 for their tourism industry network night and Annual General Meeting.	No. Council's 2006 Budget provides over \$260,000 to TACTIC. The Tweed River Art Gallery budget relies on all possible hirings to achieve its income streams. If free use is to be provided it ought to be at the Civic Centre. However, a similar request from TEDC for use of the Tweed Heads Civic Centre was not supported by Council. If this request is approved it should be by way of a donation to offset this amount and not at the expense of the Art Gallery Budget.

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

Should requests be approved for the waiving of fees for room hire, the income for the meeting room will be impacted by the amount of the fee reduction.

Should requests for "in kind" support be approved, this will impact on the costing of Council's involvement in the activity.

POLICY IMPLICATIONS:

In considering this request, reference should be made to:-

Festivals Policy.

Donations Policy.

Guidelines for Fee Reduction, Auditoriums, Meeting Rooms and Halls.

UNDER SEPARATE COVER/FURTHER INFORMATION:

- [1. Correspondence from Murwillumbah Ministers Fraternal \(DW 1294059\)](#)
- [2. Correspondence from Kingscliff Family Mission \(DW 1296375\)](#)
- [3. Correspondence from Twin Towns and District Garden Club Inc \(DW 1292797\)](#)
- [4. Correspondence from Tweed and Coolangatta Tourism Inc \(DW 1290380\)](#)

REPORTS FROM SUB-COMMITTEES/WORKING GROUPS

8 [SUB-FMC] Minutes of the Floodplain Management Committee Meeting held Monday 14 November 2005

FOR THE CONSIDERATION OF COUNCIL:

Venue:

Peter Border Meeting Room

Time:

2:30pm

Present:

Mr Max Boyd Administrator, Mr Mike Rayner Director Engineering & Operations, Mr Patrick Knight Planning & Infrastructure Engineer, Mr Chris Davis Strategic Planner, Mr Danny Rose Infrastructure Engineer/Minutes, Mr Toong Chin (Department of Infrastructure Planning & Natural Resources), Mr Brian Sheehan (State Emergency Services), Mr Robert Quirk (CMA), Mr Jim Everingham.

Absent:

Felicia Cecil / Debra Jenkins (Chinderah & District Residents Association)

Apologies:

Nil

Minutes of Previous Meeting:

Moved: Jim Everingham

Seconded: Max Boyd

RESOLVED that the Minutes of the Floodplain Management Committee meeting held Wednesday 27 August 2003 be accepted as a true and accurate record of the proceedings of that meeting.

Business Arising:

Nil

General Business:

1. Update of Floodplain Management Issues Since Last Meeting

REPORT

- (a) Draft Development Control Plan No. 5 – Development of Flood Liable Land Version 2.2

The original version of DCP 5 was adopted 18 June 1986. There have been 7 amendments since, the latest being in 1996 that permitted granny flats in low hazard

areas and updated the schedule of flood levels. Draft version 2.1/2.2 was prepared as an interim update of flood development policy to acknowledge some of the key principles of the 2001 NSW Floodplain Management Manual, update definitions to be consistent with Tweed LEP 2000 and incorporate a number of housekeeping changes that clarify the range of permissible developments in a number of flood plain areas. Version 2.2 was an interim update pending completion of the Tweed Valley Flood Study 2005 and subsequent Floodplain Risk Management Studies and Plans.

Version 2.2 was publicly exhibited, submissions received and reviewed and recommended to Council for adoption. Council conducted a number of workshops on the issue in 2004, but, deferred consideration of its adoption.

As the Tweed Valley Flood Study 2005 has now been received by Council and the subsequent Floodplain Risk Management Plan process begun, this draft version has been superseded.

(b) NSW Floodplain Development Manual 2005

This manual has been released and gazetted replacing the 1986 and 2001 (ungazetted) manuals.

The NSW Government's adopted floodplain management system is contained in Manual and the process can be summarised as:-

Activity	Description
1 Establish Floodplain Risk Management Committee	Includes council, community and departmental representatives
2 Flood Study	Technical investigation of flood behaviour. Uses models to predict flood levels and velocities for a range of flood frequencies up to the PMF
3 Floodplain Risk Management Study	Hazard analysis. Identify and analyse management options including:- flood modification (mitigation), property modification, planning controls, flood planning levels, readiness/response/recovery (SES), emergency response. In particular address cumulative impacts, larger floods (up to PMF), climate change.
4 Floodplain Risk Management Plan	Adopt preferred options from above study.
5 Plan Implementation	Enact planning controls (LEP, DCP etc), plan/finance/execute mitigation and property modification works, flood emergency plans, awareness programmes, ongoing data collection and monitoring

(c) Tweed Valley Flood Study 2005

This flooding study of the Tweed Valley below Byangum Bridge and Boatharbour was prepared by WBM Oceanics Australia and received by Council 7 September 2005. -It is based on a contemporary two dimensional model (TUFLOW) and updates the predictions of the previous one dimensional (ESTRY) model.

The TUFLOW model in the flood study predicts the following flood levels (1954 historical flood also shown for comparison):

ARI = Average recurrence interval

Location	Predicted Flood Level (m AHD)					1954 Flood *
	5 Year ARI	20 Year ARI	100 Year ARI	500 Year ARI	PMF	
River mouth	0.8	2.15	2.56	2.56	2.6	
Terranora Ck junction	0.96	2.11	2.48	2.53	4.16	
D/S Barneys Point	1.47	2.18	2.86	3.59	5.56	
U/S Barneys Point	1.54	2.21	3.03	3.83	6.01	2.91
Chinderah Gauge	1.59	2.29	3.13	3.95	6.18	3.06
D/S Stotts Island	1.91	2.89	3.74	4.61	6.98	3.37
Tumbulgum	1.72	3.28	4.09	4.96	7.36	
Condong	3.92	4.22	4.63	5.37	7.72	3.95
Murwillumbah Bridge	5.17	6.06	6.9	7.91	10.77	6.04
Bray Park	6.29	7.54	8.65	9.65	12.75	
Byangum	7.22	8.69	9.89	10.91	13.96	9.8
Ukerebagh Channel	0.98	2.11	2.47	2.62	4.45	1.64
Dry Dock	0.98	2.08	2.35	2.67	4.44	2.15
Seagulls	0.99	2.14	2.36	2.81	4.44	
Cobaki Ck, West Tweed	1.01	2.14	2.25	2.88	4.44	
Cobaki Lake	1.07	2.19	2.26	2.93	4.44	
Dulguigan	3.04	3.65	4.44	5.33	7.72	4.05
Kynnumboon	3.91	4.16	4.73	5.54	7.91	4.62
D/S Boat Harbour	5.26	5.84	6.41	6.9	8.55	6.1

* site location of historical record may vary from model location

The Flood Study predicts the following peak flows:-

Location	Peak Flows m ³ /s				
	5 Year ARI	20 Year ARI	100 Year ARI	500 Year ARI	PMF
Byangum	1,990	3,090	4,300	5,590	10,040
Tweed River Murwillumbah	1,980	2,840	3,980	5,410	10,380
Condong Dulguigan Tweed & Rous River Floodplains	2,260	2,880	4,210	5,420	10,690
Kynnumboon	450	640	1,050	1,320	2,360

Comparison of new TUFLOW and previous ESTRY model predictions for 100 year ARI event:-

River	Reach	Comments
Rous River	Lower reaches	New TUFLOW model consistently 0.4m lower than old ESTRY model
	Upper reaches	TUFLOW generally as much as 0.7m lower.
Tweed River	Byangum to Murwillumbah	TUFLOW levels from 0.2m to 0.3m higher
	Murwillumbah town	TUFLOW levels are 0.05m lower
	Murwillumbah to Tumbulgum	TUFLOW levels 0.1m to 0.2m lower.
	Stotts Island to Barneys Point	TUFLOW much the same(within 0.1m)
	Downstream Barneys Point	close correlation, -0.01m to -0.08m

WBM comment in section 5.1.5 of the Flood Study:-

“Differences between 1D and 2D models of the nature described in the preceding points are common. It would be expected that the 2D TUFLOW model provides more realistic peak flood levels due to better representation of the floodplain storage and flow paths. In addition, differences are also due to the TUFLOW model representing new existing developments (including Yelgun-Chinderah Bypass on the Pacific Highway) that were not included in previous ESTRY models (WBM, 1989b and 1990).”

(d) Council Meeting 7 September 2005

At this meeting Council formally received the Tweed Valley Flood Study 2005 and resolved to prepare the subsequent “Tweed Valley Floodplain Risk Management Study” in separable priority parts.

The report to Council advised that:-

“Based on recent issues that have come before Council, the following separable “Floodplain Risk Management Studies” should be included in a priority list:-

- *Establish appropriate Flood Planning Levels having regard to the findings of the Flood Study*
- *Examine options for appropriate development controls for high flow areas of the floodplain, identified in the flood study. These controls should be those necessary to minimise the cumulative impacts of developments that have the potential to restrict flood flows and adversely impact on the flooding of other properties.*
- *Examine options for development control measures for subdivisions and other habitable uses on the flood plain to ensure there is practical provision for emergency evacuation, particularly in large floods up to the PMF level.*
- *Examine options for allowable development beneath elevated dwellings on the floodplain and associated ancillary buildings and structures.*

- *Provision of flood information on s149 certificates, particularly with regard to the flood plain being defined as the inundated area in the PMF*
- *Examine options for Floodplain Management of the Chinderah and West Kingscliff areas*
- *Examine options for assessment procedures and acceptance criteria for large development and rezoning proposals in the floodplain. Particularly regarding the cumulative impacts to be included in assessment, ranking of competing proposals where there are unacceptable combined/cumulative impacts and emergency evacuation needs for larger events up to the PMF. “*

A draft of the first separable part of the Risk Management Study is submitted later in this agenda.

Council also resolved on 7 September 2005 that:-

“The Floodplain Management Committee meet to oversee conduct and progress of the Tweed Valley Floodplain Risk Management Studies.”

(e) East Murwillumbah and Dorothy Street Levee

The following offer was received from Ian MacDonald MLC, Minister for Natural Resources dated 13 September 2005 and accepted by Council:-

Project Description	Program Funding Ratio	2005/06 Notational State Allocation
East Murwillumbah & Dorothy Street Levee FM Works	2:1	\$340,000

Tenders have been called for the East Murwillumbah & Dorothy Street Levee and it is anticipated a report on tenders will be submitted to Council in December 2005.

The total cost is estimated at around \$1.1 Million. Verbal indications from the Department of Natural Resources are that additional grant assistance is likely to be available later in 2005/06 (due to under expenditure elsewhere).

DISCUSSION

Robert Quirk requested a copy of the 2005 Manual.

Table comparing modelled flood levels and 1954 flood observations was discussed. The Committee questioned the validity of Condong and Murwillumbah Bridge observations. The source and accuracy of these records is unknown.

Patrick Knight will confirm the availability of additional Department of Natural Resource funding for East Murwillumbah Levee prior to accepting a tender for these works.

ACTION

Noted.

2. Tweed Valley Floodplain Risk Management Study 2005 - Pt 1 Establish Flood Planning Levels for Residential Development

REPORT

This first separable part of the "Floodplain Risk Management Study" is narrow in scope and limited to incorporating the new flood level predictions of the new flood study and applying these to residential development controls. The study and recommended draft "Part 1 - Risk Management Plan" are included with this agenda.

The recommended draft plan arising from the study is:-

"Draft Part 1 of the Tweed Valley Floodplain Risk Management Plan 2005 – Establish Appropriate Flood Planning Levels for Residential Development

1. Objectives

- *Adopt flood planning levels for residential development that are recommended by Part 1 of the Tweed Valley Floodplain Risk Management Study 2005 - Establish Appropriate Flood Planning Levels (Residential Development) having regard to the findings of the Tweed Valley Flood Study 2005*
- *Identify appropriate implementation measures*

2. Flood Planning Levels for Residential Development

- (a) *Flood planning levels(FPLs) for residential development in areas covered by the Tweed Valley Flood Study 2005 shall be as follows:*
 - (i) *"Design Flood Level" - the 1% AEP flood level as designated in Tweed Valley Flood Study 2005 with a minimum of 2.6m AHD. The level for individual properties is to be rounded up to the nearest 0.1m.*
 - (ii) *Minimum floor level for residential development shall be "design flood level" plus 0.5m.*
 - (iii) *Areas inundated by PMF but not by 1% AEP flood event must adopt the same design flood level for residential development as adjacent areas inundated by 1% AEP flood event*

3 Implementation

The revised FPLs should be implemented by an amendment to Development Control Plan No.5 Development of Flood Liable Land. Draft version 2.3 of DCP 5 which incorporates these amendments is appended to this plan."

A revised draft version 2.3 of DCP5 has been prepared to implement the Draft Floodplain Management Plan.

It is proposed that the Risk Management Study with Draft Plan and the enabling draft amendment to DCP5 be advertised concurrently.

DISCUSSION

Max Boyd considered that a conservative design flood levels of 2.6m AHD in the Lower Tweed was warranted given the uncertainty of tidal/storm surge effects, and the observed stormwater levels during the 30 June storm event.

Robert Quirk supported a conservative approach given the number of new residents in the Lower Tweed, who have not experienced floods.

Mike Rayner suggested exhibiting the draft DCP and considering in more detail any objections regarding the minimum 2.6m AHD design flood level.

Toong Chin noted that 0.5m freeboard to residential floor levels was adopted by the majority of Councils, and the manual considers it an appropriate freeboard in most cases.

Robert Quirk has observed significant wave action in previous floods, and supported the increased freeboard.

Mike Rayner highlighted the possible building issues involve in raising the minimum floor level of residences, and noted that changes to other development control documents eg. DCP16, would be necessary.

Brian Sheehan is conscious of any changes to DCP5 impacting on emergency response and evacuation. While generally supportive of the proposed draft, the SES will lodge a submission during exhibition highlighting these issues. He requested Patrick Knight's attendance at a proposed meeting on 23 November with Andrew Gissing and Steve Opper, who would provide further review of the DCP and the new flood levels, including the PMF.

ACTION

RECOMMENDATION:

That Council:-

1. Publicly exhibit the *Tweed Valley Floodplain Risk Management Study and Draft Plan 2005 – Part 1 – Establish Appropriate Flood Planning Levels for Residential Development*, for community discussion/consultation.
2. Exhibit in accordance with the Environmental Planning and Assessment Regulations, Draft Development Control Plan No.5, Version 2.3 – Development of Flood Liable Land, to repeal and replace the current version.

3. Proposed Rezoning of Land for Industrial Purposes Fernvale - Impacts of Filling South Murwillumbah Floodplain

REPORT

A draft flooding impact report prepared by WBM for the proponents of the rezoning is enclosed with this agenda.

The impact report finds that the proposed filling will cause the following impacts to flood levels.

Scenario 3 is not part of the original report and was done later at the request of the proponent, level changes are as advised verbally by Emily Reid of WBM.

Scenario	Event ARI Years	Flood level change	
		South Murwillumbah	Murwillumbah
1. Filling of rezoned land to Q100 level	5	.06	protected by levee
	20	0.28	protected by levee
	100	0.11	0.16 levee overtopped
2. Cumulative of above plus filling of existing South M'bah industrial area to Q100	5	0.12	protected by levee
	20	0.36	protected by levee
	100	0.50	0.27 levee overtopped
3. Filling of existing industrial zoned land at South M'bah, except lot immediately downstream of airstrip	100	0.21	0.07 levee overtopped

The increased inundation levels and resulting property and human risk in both Murwillumbah and South Murwillumbah from filling of the area proposed to be rezoned would be unacceptable.

The impact of future filling to Q100 levels of existing industrial zoned areas of South Murwillumbah also has serious consequences.

The flooding impacts are mainly due to a decrease in the storage volume of the South Murwillumbah Basin, which acts as a partial relief valve for Tweed River floodwaters. A proposal that had no net decrease in flood storage volume may be acceptable (ie involves compensatory creation of additional flood storage by excavation).

DISCUSSION

Toong Chin considered that any additional filling of the existing industrial zoned land, particularly allotments downstream of the airport, should be treated with caution due to potential impacts on flood behaviour.

RECOMMENDATION:

That Council opposes any rezoning of the South Murwillumbah/Fernvale flood plain upstream of the airport involving a net decrease in the volume of flood storage.

4. Program for Future Parts of Tweed Valley Floodplain Risk Management Study

REPORT

It is proposed to progressively draft the next separable parts of the Tweed Valley Floodplain Risk Management Study during 2006.

The remaining priority items are currently:-

- Examine options for appropriate development controls for high flow areas of the floodplain, identified in the flood study. These controls should be those necessary to minimise the cumulative impacts of developments that have the potential to restrict flood flows and adversely impact on the flooding of other properties.
- Examine options for development control measures for subdivisions and other habitable uses on the flood plain to ensure there is practical provision for emergency evacuation, particularly in large floods up to the PMF level.
- Examine options for allowable development beneath elevated dwellings on the floodplain and associated ancillary buildings and structures.
- Provision of flood information on s149 certificates, particularly with regard to the flood plain being defined as the inundated area in the PMF.
- Examine options for Floodplain Management of the Chinderah and West Kingscliff areas.
- Examine options for assessment procedures and acceptance criteria for large development and rezoning proposals in the floodplain. Particularly regarding the cumulative impacts to be included in assessment, ranking of competing proposals where there are unacceptable combined/cumulative impacts and emergency evacuation needs for larger events up to the PMF.

For the Committee's consideration.

DISCUSSION

General discussion of floodplain management of future subdivision areas, such as Chinderah/West Kingscliff. Impacts on emergency response and evacuation need to be properly addressed to avoid the "low island" problems foreseen in existing subdivisions in West Banora Point.

ACTION

Noted.

5. Rural Subdivisions on the Floodplain

REPORT

There have been a number of recent DAs for subdivisions on the Tweed River Floodplain. In the past providing Q100 immunity has generally been considered sufficient. This matter will be fully dealt with by a later part of the Risk Management Study, however there are some issues that require consideration before that will be completed.

Raising houses to the Q100 level gives adequate property protection. In these areas we now have predicted levels for the Q500 year and PMF events. This raises an issue of what is an adequate level of personal protection in larger events. In isolated rural areas raised houses or houses on fill islands to Q100 level become "low islands" that are cut off from road evacuation, often well before the Q100 level is reached, and inundated in higher events. The SES has inadequate resources for evacuation of these persons.

One interim solution may be to require a refuge above the PMF level. The SES have issues with this approach as there may still be a need for medical evacuation or emergency re-supply.

For the Committee's consideration:

DISCUSSION

Brian Sheehan was concerned that this still did not provide evacuation or resupply access and that any new dwellings on the floodplain should be discouraged until more detailed policy can be adopted by Council with SES input.

ACTION

Noted.

6. Other Floodplain Management Projects

REPORT

Other possible floodplain management projects that should be considered at future meetings:-

- Laser levelling of Tweed Valley Floodplain to provide a more reliable Data Terrain Model (DTM) for future re-runs of the flood model
 - Updating the coastal creek flood studies with two dimensional models and laser surveyed DTMs.
-

- Purchase of the lot immediately downstream of the Murwillumbah airport (could come out of future parts of the Tweed Valley Floodplain Risk Management Plan)

DISCUSSION

Toong Chin considered that laser levelling and re-running of the new Tweed Flood Model should be a relatively low priority.

Toong Chin advised that funding should be sought next financial year to commence 2D modelling of coastal creeks.

Toong Chin advised that while acquisition of industrial zoned land downstream of the airport is not eligible for funding under the voluntary purchase program, if acquisition of this land was supported by a flood risk management study and cost/benefit analysis, it may be eligible for funding as flood mitigation works.

ACTION

Noted.

7. Other General Business

- a) Robert Quirk enquired whether Council had a Global Warming Policy. CMA are currently funding projects that consider global warming impacts. Mike Rayner advised that Council has an Energy Efficiency Policy and sea level changes associated with global warming have been included in Tweed Coastline Management Plan. Toong Chin noted that the Flood Study includes some allowance for sea level change, but does not consider changes in rainfall patterns or intensities.
 - b) Toong Chin asked whether the current Committee makeup was representative of the local area. Mike Rayner advised that all nominees were accepted onto the Committee.
 - c) Max Boyd asked whether Council officers had received any feedback on 1954 flood level markers. Danny Rose advised that a number of calls were received soon after installation, with some negative responses. It was considered that community flood awareness is generally still low. Patrick Knight advised that Council have a grant for community awareness programs and intended to help promote the SES Flood Plan on its completion.
 - d) Robert Quirk advised that the CMA has grant funding available for riparian vegetation projects, which may assist river bank and levee stabilisation and may have flood dissipation applications.
-

Next Meeting:

The next meeting of Floodplain Management Committee will be held as and when required.

The meeting closed at 4:40pm

DIRECTOR'S COMMENTS:

2. Tweed Valley Floodplain Risk Management Study 2005 - Pt 1 Establish Flood Planning Levels for Residential Development

Proposed amendment to DCP 5 is caught by the requirement for a single DCP. The exhibition of amended DCP 5 can be done as part of the single DCP exhibition.

DIRECTOR'S RECOMMENDATIONS:

2. **Tweed Valley Floodplain Risk Management Study 2005 - Pt 1 Establish Flood Planning Levels for Residential Development**

That the proposed draft amendment to DCP 5 be incorporated into the draft single Shire Wide DCP exhibition.

-
3. **Proposed Rezoning of Land for Industrial Purposes Fernvale - Impacts of Filling South Murwillumbah Floodplain**

That the Committee's recommendation be endorsed, being:

"That Council opposes any rezoning of the South Murwillumbah/Fernvale flood plain upstream of the airport involving a net decrease in the volume of flood storage."

UNDER SEPARATE COVER/FURTHER INFORMATION:

1. [Development of Flood Liable Land - Development Control Plan No. 5 \(DW 1301278\)](#)
 2. [Tweed Valley Flood Plain Risk Management Study \(and Draft Plan\) 2005 \(DW 1301282\)](#)
 3. [Figure 1 - Lower Tweed Locality Map \(DW 1301473\)](#)
 4. [Figure 2 - Mid Tweed Locality Map \(DW 1301462\)](#)
 5. [Figure 3 - Murwillumbah Locality Map \(DW 1301481\)](#)
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9 [SUB-LTC] Minutes of the Local Traffic Committee Meeting held Thursday 17 November 2005

FOR THE CONSIDERATION OF COUNCIL:

Minutes of the Local Traffic Committee Meeting held Thursday 17 November 2005

VENUE:

Peter Border Room

TIME:

Commencing at 9.00am.

PRESENT:

Committee Members: Mike Baldwin, Roads and Traffic Authority, Jason Thrupp, NSW Police.

Informal: Chairman: Mr Paul Morgan, Mr Ray Clark and Judith Finch (Minutes), Tweed Shire Council.

APOLOGIES:

Mr Don Page MP, Member for Ballina, Mr Neville Newell, MP, Member for Tweed.

MINUTES OF PREVIOUS MEETING:

RESOLVED that the Minutes of the Local Traffic Committee Meeting held Thursday 20 October 2005 were tabled at the meeting and accepted by the Committee as a true and accurate record of the proceedings.

SCHEDULE OF OUTSTANDING LOCAL TRAFFIC COMMITTEE ITEMS

Item from Meeting held 19/5/05

4. Pottsville / Mooball Road, Pottsville

R4420 Pt3; DW1195084; Traffic - Speed Zones; Safety

"Request received for a reduction in the speed limit from 100kph to 80ph on the section of Pottsville Mooball Road from where the 100kph commences to Mooball to take in all the winding areas.

It was noted that speed counts have been performed in the past and this location will be reviewed once the reconstruction of Cudgera Creek Road is completed.

To be brought forward to the meeting of June 2006.

For Council's information."

Current Status: To be brought forward to the LTC for meeting in June 2006.

For Council's information.

Current Status: To be brought forward to the LTC for meeting in December 2005.

Item from Meeting held 21/4/05

12. Kyogle Road, Dum Dum
R2970 Pt13; Traffic - Committee; Speed Zones; Safety; DW1190367; 1189409

"Request received in relation to Kyogle Road which runs through Dum Dum Farm at 973 Kyogle Road. It is reported that there are regular accidents along this road with a 'black spot' 50 metres either side of the Mt Warning turn off. In wet weather it is particularly bad. It is also reported that despite good fencing cows do sometimes wander on to the road and cause accidents (as occurred on 18 April 2005).

A review of the speed limit is requested from "Drive to Suit conditions" to 80kph along the sharp curvy parts of the road.

The RTA Representative suggested that a Road Safety Audit of Kyogle Road be implemented together with an analysis of crash data to ascertain driver behaviour on the road.

To be brought forward to the May 2005 Local Traffic Committee meeting

For Council's information."

Item from Meeting held 19/5/05

The Road Safety Officer advised that the Road Safety Audit had not been completed as yet.

To be brought forward to the June 2005 meeting.

For Council's information.

Item from Meeting held 14/7/05

"The Road Safety Officer tabled crash data details and preliminary road safety audit as follows:-

Bus ARISING

12

	2000 - 2004 (mid)	4.5 years		4.5	
		Bridge to Uki		Uki west	
No. crashes		41		60	
Per year		9		13	
Distance		7.5		15.5	
ADT		3035		1442	
RUM					
intersection	10-20			2	
head on	20-29	5		5	
vehicles same direction	30 -39	2		6	
manouvring	40- 49	3		0	
overtaking	50 -59	2		1	
on path	60 -69	2		2	
off path on straight	70 -79	4		3	
off path on curve or turning	80 -89	23	56%	41	68%
Vehicle type					
motorcycles		7		2	
cars		37		58	
light trucks		3		2	
art trucks		0		1	
No. vehicles involved	1	28	68%	45	75%
	2	12		15	
	4	1			
Killed		1		0	
Injured		24		32	
wet road		18	44%	37	62%
dry road		23		23	
postcode (of main driver)					
	2484	18	44%	19	32%
	2486-90	6			
	QLD	10		11	
	2480			12	
	other			14	
	UK	7		4	
direction of travel					
	north	7		7	
	south	9		8	
	east	11		23	
	west	12		22	

The Committee concluded that the data indicated that it is local drivers that are involved in most crashes. It was noted that the 85th percentile speed of travel was 89.6kph on average over the 3 survey locations. Speed zoning was discussed and it was noted that an 80kph zone could be considered for a 5.0km section of Kyogle Road, east of Uki, but that would impact on some sections of high standard road including an overtaking lane. Generally the road pavement and lane widths are of good quality but some sections of curved road appear to be the prevalent crash areas.

The RTA Representative advised that as the majority of crashes are on curves there should be an assessment of advisory kerb sides and speeds and check the

need for identified curve markers on identified crash clusters. It was agreed a formal review be undertaken from Byangum Bridge to Uki and such review be undertaken by the RTA Representative and Council's Road Safety Officer.

To be brought forward to the December 2005 meeting.

For Council's information."

Current Status: To be brought forward to the LTC for meeting in October 2005.

The RTA Representative advised that the current Speed Zoning Policy is under review and the final documents are expected by the end of 2005.

To be brought forward to the February 2006 meeting.

For Council's information.

Current Status: To be brought forward to the LTC for meeting in February 2006.

BUSINESS ARISING:

Item from Meeting held 15/8/2002

8. Sugar Cane Transport – Application for Height Increase to 4.6m

Agriculture – General; Weights of Vehicles; DW689080

"Request received for an increase in the height of on-road trucks carrying sugar cane bins to a 4.6m on Council roads. This is to enable a full payload when cutting of green cane commences due to a reduced density / m³ due to the leaves. Advantages are fewer trips and minimisation of spillage on cane pads.

The Committee requested that a road audit of routes should be carried out by the applicant identifying any trees, culverts, structures or signs that could be impacted on by higher vehicles. A letter should be forwarded by the Applicant to Council specifying the precise roads to be used. The Committee also requested that written confirmation be obtained by the Applicant from Country Energy and Telstra that there is adequate clearance to overhead lines upon the specified routes.

RECOMMENDATION:

That the Applicant be advised that approval will be given subject to the following conditions:-

- 1. A road audit of proposed routes should be carried out by the applicant identifying any trees, culverts, structures or signs etc that could be impacted on by higher vehicles.*

2. *A letter be forwarded to Council specifying the precise roads to be used.*
3. *That written confirmation be obtained from Country Energy and Telstra advising that there is adequate clearance to overhead lines upon the specified routes."*

Item from Meeting held 15/8/2002

"Further request received for gazettal of all roads as listed in Attachment 3 for 4.6 metre high vehicles and advice received that all conditions above have been complied with.

Attachment 3 is reproduced below:-

Attachment 3

List of Condong Cane Roads in Tweed Shire

Bakers Road
Bartletts Lane
Boyds Lane
Brisbane Street
Brooks Road
Bryants Lane
Buchanan Street
Byangum Road
Cane Road
Clothiers Creek Road
Commercial Road
Cudgera Creek Road
Dulguigan Road
Dunbible Road
Durambah Road
Eviron Road
Hulls Road
Kellahers Road
Kielvale Road
Kyogle Road
McCauleys Road
McLeod Street
Mooball-Potsville Road
Nobby's Creek Road
Norths Lane
Old Bogangar Road
Old Lismore Road
Park Avenue
Quans Lane
Queensland Road
Race Course Road
Rays Lane
Reserve Creek Road
Riverview Street
Round Mountain Road
Saunders Lane
Tumbulgum Road
Tyalgum Road
Uriup Road
Warwick Park Road
Wooyung Road

The Committee noted that the issue regarding the covering of the bins is still in progress. The Committee noted that there is a weight restriction on Clothiers Creek Road. The Committee noted that the Sugar Mill has advised that there are some trees overhanging some of the roads and that arrangements need to be made with the Manager of Works as to the removal and or pruning of these trees.

RECOMMENDATION:

That the Committee agrees to the requested over height vehicle routes being gazetted, excluding any sections of the listed roads that are subject to any weight restriction, as follows:-

Bakers Road, Bartletts Lane, Boyds Lane, Brisbane Street, Brooks Road, Bryants Lane, Buchanan Street, Byangum Road, Cane Road, Clothiers Creek Road, Commercial Road, Cudgera Creek Road, Dulguigan Road, Dunbible Road, Duranbah Road, Eviron Road, Hulls Road, Kellehers Road, Kielvale Road, Kyogle Road, Mcauleys Road, McLeod Street, Mooball-Pottsville Road, Nobby's Creek Road, Norths Lane, Old Bogangar Road, Old Lismore Road, Park Avenue, Quans Lane, Queensland Road, Racecourse Road, Rayes Lane, Reserve Creek Road, Riverview Street, Round Mountain Road, Saunders Lane, Tumbulgum Road, Tyalgum Road, Uriiup Road, Warwick Park Road, Wooyung Road."

From Meeting held 17/11/2005

Brought forward for a site visit of a 4.6m cane bin including cover system and lock down system by the Local Traffic Committee together with the RTA's heavy vehicle inspector.

The Roads & Traffic Authority Representative, Police Representative, Mr Paul Morgan and Mr Ray Clark left the meeting at 11:15am to inspect the 4.6m cane bin.

The Police Representative and RTA Heavy Vehicle Inspectors were satisfied with the load cover system and trailer lock down mechanism.

For Council's information.

Item from Meeting held 17/2/2005

11. Bay Street, Tweed Heads

R0470 Pt3; Traffic - Parking Zones

"Request from the Chamber of Commerce to introduce permit parking due to congestion caused by construction vehicles.

The Committee discussed the parking situation in Bay Street for Business owners and agreed to introduce a Business Permit Parking Scheme to the 31 December 2005.

That a Business Permit Parking Scheme be implemented as per the RTA Traffic Direction TDT 2001/05 to apply to the two off street car parks on Bay Street and on-street parking on Bay Street between Enid Street and Thompson Street. The scheme will apply to the 31 December 2005 and any extension of time will be considered by the Traffic Committee at its December meeting.

RECOMMENDATION:

That a Business Permit Parking Scheme be implemented as per the RTA Traffic Direction TDT 2001/05 to apply to the two off street car parks on Bay Street and on-street parking on Bay Street between Enid Street and Thompson Street. The scheme will apply to the 31 December 2005 and any extension of time will be considered by the Traffic Committee at its December meeting.

Current Status: To be brought forward to the LTC for meeting in December 2005."

Item from Meeting held 21/4/2005:

"The Road Safety Officer tabled a sample of the Parking Permit. The RTA Representative advised that the RTA Guidelines should be checked on the issuance of number of parking permits which should be in line with available spaces.

To be brought forward to the LTC meeting of 19 May 2005.

For Council's information."

The Committee noted that this is now operational and should be brought forward to the December 2005 meeting of the Local Traffic Committee for assessment.

Current Status: To be brought forward to the LTC for meeting in December 2005."

From Meeting held 17/11/2005

The Committee decided to bring this forward to the November meeting to enable the matter to be dealt with well prior to Christmas.

The Road Safety Officer advised that there are currently 171 permits issued and are scheduled to expire on 31 December 2005. The Rangers have reported that the area is to be working adequately and construction vehicles do not seem to be parking in these designated areas.

RECOMMENDATION:

That the current permits be re-issued from 1 January to 31 December 2006.

GENERAL BUSINESS:

PART A

1. Moss Street, Kingscliff

R3570 Pt1; DW1285174; Traffic - Speed Zones; Traffic - Safety

Request received for Local Traffic Committee advice in relation to parked vehicles outside 18 and 20 Moss Street. Vehicles parked in the designated parking outside 18 and 20 Moss Street are often damaged as there is not enough width for vehicles to pass when a vehicle is parked. It is also reported that when cars are parked outside no. 20 vehicles leaving the drive of no. 20 are entering Moss Street "blind". This problem is now compounded by the number of bicycles using the road.

It has been suggested that Moss Street should be a one-way street and that traffic calming devices would be beneficial. It is also reported that large tour buses have increased their usage of Moss Street.

The Police Representative arrived at 9:26am.

The Committee decided to investigate the impacts of banning parking along one side of Moss Street and moving the centre lines to provide greater lane width.

To be brought forward to the December 2005 meeting.

For Council's information.

2. Cudgen Primary School, Collier Street (bus access)

R1220 Pt1; DW1285976; School - Cudgen Public; Transport - Bus Services - Stops

Request received for School Bus Zone signage at the bus bays outside Cudgen Primary School in Collier Street to read "8:30 - 9:00am and 2:45 - 3:15pm". The Committee noted current RTA Policy recommends School Zone times be standard throughout NSW and it is desirable for bus zones to reflect these times which are 8:00am to 9:30am and 2:30 - 4:00pm.

RECOMMENDATION:

That the School Bus Zone signage at Cudgen Primary School in Collier Street be provided to read: "8:00 to 9:30am and 2:30 to 4:00pm".

3. Queen Street, Murwillumbah Street, Murwillumbah
DW1273186; R4500 Pt1; R3640 Pt4; Traffic - Parking Zones; Traffic - Taxi Stands;
Chamber of Commerce

Request received for:-

1. The Taxi feeder rank in Queen Street, which currently has 4 spaces, to be reduced to 2 or 3.

Reducing the spaces for the taxi feeder rank in Queen Street was not supported.

2. There are 5 all day parking spaces on Main Street at the entrance to Queensland Road on the left hand side outside Mt Saint Patrick's College. It is suggested that these spaces are too close to the CBD to be all day parking and that they should be reduced to 2 hour parking.

As the spaces are close to businesses the Committee considered the request should be supported.

RECOMMENDATION:

That a 2 hour parking restriction on Queensland Road on the western side from Murwillumbah Street to the bus bay entry at Mt Saint Patrick's College be provided.

4. Queensland Road and Murwillumbah Street, Murwillumbah
R3640 Pt4; DW1293401; Traffic - Safety

Request received in relation to the intersection of Queensland Road with Murwillumbah Street which is marked with double lines and sign-posted 'No U-Turn'. It is reported that despite the signage and line markings car continually make u-turns over the pedestrian crossing located at this intersection. It is requested that a more effective means of preventing u-turns be established and that publicity be given to the issue and that Police be asked to monitor and penalise infringements.

The Police have agreed to undertake enforcement.

RECOMMENDATION:

That rubber mountable central medians near the pedestrian crossing on Queensland Road to reinforce the existing "No U Turn" signs be provided.

5. Gibson Street, Oceanview Avenue, McPhail Avenue, Viking Street, Sutherland Street, Kingscliff
R2200 Pt1; R3240 Pt1; R3820 Pt1; DW1297654; Traffic - Committee; Roundabouts; Speed Zones; Weight of Vehicles

Request received in relation to heavy vehicle problems in Kingscliff as follows:-

1. The possible elimination of heavy vehicles travelling through Kingscliff to access the construction sites at SALT and Casuarina.
2. The 60kph signage between Kingscliff and SALT be removed and replaced with 50kph signage.
3. A roundabout be created at the intersection of Gibson Street, Oceanview Avenue and McPhail Avenue.
4. 40kph speed zones and associated signage be created on Gibson Street, Oceanview Avenue and McPhail Avenue.
5. Load limits be assigned to Gibson Street, Oceanview Avenue and McPhail Avenue (buses and emergency vehicles permitted). It is reported that these streets are local residential streets and not suitable for heavy vehicles. Load limits have been placed on Moss Street and it is reported that they are working well.
6. Traffic calming measures be installed, including a road divider on Viking Street where it joins Sutherland Street.
7. An additional DA consent be placed on these developments that construction vehicles of more than 5 tonnes not be permitted to access residential streets unless those streets are the destination for those vehicles.

It is reported that from 6:00am heavy vehicles, delivering to construction sites at SALT, Casuarina (and soon Seaside City), are accessing local Kingscliff streets in an effort to save a 3km trip. Fully laden concrete trucks have been seen trying, successfully, to climb the hill from the swimming pool. Some of these vehicles have been unable to make it, stop, start, bounce around and drop concrete out onto the road. These and other vehicles, whilst struggling to make it to the top of the hill, bounce so much that the neighbouring houses are shaken. The empty vehicles travel so fast, and bounce, so that the houses shake on the return journeys as well.

The Committee noted that traffic counts showed that truck usage had increased and that there is pavement deterioration in Viking Street, which is being accelerated by the heavy vehicle traffic.

The Committee noted that a 40kph speed zone could not be provided and that there is no funding for a roundabout or traffic calming devices.

It was noted that traffic calming measures and DA request are matters for Council's consideration and not for the Local Traffic Committee.

The Committee noted that developers had been asked not to use local Kingscliff Streets to access SALT however they have no control over subcontractors or delivery companies. Given the increased number of heavy vehicles and evidence of pavement damage, the Committee determined temporary weight restrictions be applied to McPhail Avenue, Sutherland Street - Seaview Street to south of Viking Street. It is considered that these restrictions will stop heavy vehicles accessing SALT via any route through Kingscliff. The Committee considered that the limits should not affect bus services given their coverage and should be reviewed after 12 months (31 December 2006).

RECOMMENDATION:

That:-

1. A temporary 4.5 tonne load limit be applied to McPhail Avenue from the Turnock Street roundabout to the Seaview Street roundabout and on Sutherland Street from the roundabout to the northern side of the Cudgen Creek Bridge. The period to be for 12 months at which time it will be reviewed.
2. Concrete companies and associated local building material suppliers be advised of the temporary load limit.
3. Concrete and other local building supply companies be advised of the load limit in writing as well as advertising in the Tweed Link.
4. The 50kph speed zone be extended on Casuarina Way from the Cudgen Creek Bridge to the existing 50kph zone at SALT, a distance of 460 metres.

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6. Inlet Drive, Kennedy Drive, Tweed Heads (Panorama Shopping Centre)
DA2628/770 Pt1; DW1292543; Traffic - Safety; Pedestrian - Crossings; Traffic -Parking Zones; Property No. 21406

Request received in relation to use of the Panorama Shopping Centre as follows:-

1. Lack of car parking spaces - vehicles are often lined along Kennedy Drive waiting to turn into the shopping centre.
2. Delivery trucks are reported to deliver goods via the car park and have to reverse on to Kennedy Drive as there is no turning circle.
3. There are no allocated disabled parking spaces.
4. Provision of a pedestrian crossing for children who are dropped opposite the centre while parents wait in cars in the shopping centre car park for children to cross Kennedy Drive.

The Committee noted that points 1, 2 and 3 are Planning matters as they relate to internal parking and should be referred to the Manager Development Assessment for consideration and action as determined necessary.

In relation to Point 4, the Committee noted that there is a pedestrian refuge provided. It was noted that there is sufficient road width for parking on both sides of the road. The RSO advised that the location does not meet the RTA warrants for the provision of a pedestrian crossing.

For Council's information.

7. Kennedy Drive, Minjungbal Drive, Machinery Drive, Tweed Heads
DW1297019, 1297020, 1297021; R2830 Pt7; R3454 Pt1; R3250 Pt4; Traffic - Weight of Vehicles

Possible alteration to existing B-double routes within Tweed Heads. State wide gazettal to be published by the end of this month. Local Traffic Committee comments are sought on deletion of B-double gazettal on these routes.

It is reported that the Roads & Traffic Authority are proposing to approve 26m length b-doubles on all gazetted routes in NSW.

The Chairman advised that there were concerns with B-doubles using Kennedy Drive and Minjungbal Drive.

It was noted that Kennedy Drive from the Pacific Highway to River Terrace and the full length of Minjungbal Drive were gazetted as 25m B-double routes by the RTA when this was a state road. There are no businesses fronting either of these roads that have on-site loading facilities for B-doubles and no side streets except Machinery Drive has B-double approved routes. Given the impact these vehicles have on these congested roads due to extremely slow acceleration and excessive turning paths it is considered that these 2 routes should be eliminated. The only impact is on Machinery Drive which was approved by the Local Traffic Committee as a '19m B-double' route with higher weight restrictions of 55 tonne, however, it was erroneously gazetted as a 25m B-double route. This route extends from Minjungbal Drive to Tierney Place. It is proposed to repeal this approval and approve a 19m B-double route from the South Tweed Highway Interchange along Minjungbal Drive to Machinery Drive and then along Machinery Drive to Tierney Place as originally intended.

The Road Safety Officer raised concerns with the use of 26m b-doubles as there is no evidence to show that this is a safer option for other road users.

RECOMMENDATION:

That:-

1. The RTA be requested to repeal Kennedy Drive, Minjungbal Drive and Machinery Drive as 25m B-double routes.
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2. A 19m 55 tonne B-double route be approved on Minjungbal Drive from the Pacific Highway South Tweed interchange to Machinery Drive and Machinery Drive from Minjungbal Drive to Tierney Place.

8. Elrond Drive, Kingscliff

R1865 Pt1; DW1291260; Traffic - Safety

Request received in relation to speeding vehicles at the intersection of Elrond Drive with Beach Street. Concern has been raised that vehicles travel very fast and do 'wheelies' as they reach Beach Street. Elrond Drive ends and a sharp right hand turn takes vehicles into Beach Street. It is suggested that even vehicles travelling at normal speed find it difficult to enter Beach Street without cutting the corner. Provision of signage stating that Elrond Drive finishes is requested.

RECOMMENDATION:

That the Committee supported splitter islands at the intersection of Beach Street and Elrod Drive subject to funding.

9. Main Street, Queensland Road, Tumbulgum Road

R3640 Pt4; R4510 Pt1; R5570 Pt1; DW1297362; Traffic - Road Closures Temporary; Murwillumbah - Tweed Shire Council - Centenary

Request received for the Centenary procession to travel through Main Street (from the Tweed River Historical Society Museum in Queensland Road), along Main Street and into Tumbulgum Road as far as the City of the Arts Space. This is anticipated to occur between 10:00am and 12 noon.

RECOMMENDATION:

That the procession be approved provided a traffic control plan is submitted and approved by Council.

10. Park Avenue, Bray Park

R4120 Pt1 DW1297550; Traffic - Local Area Traffic Management; Traffic - Speed Zones

Speed surveys have been undertaken on Park Avenue, Bray Park. Average daily traffic on weekdays is 1,084. 15% of vehicles are travelling between 60 and 70kph. Volumes are highest between 8:00 and 9:00am and between 3:00 and 4:00pm.

Data tabled was discussed and the Police agreed to provide enforcement when resources are available.

For Council's information.

11. The Lakes Drive, Tweed Heads West

DW1297971; DW1263410; R5460 Pt1; Boat Ramps

Request received for appropriate signage to be installed at the boat ramp at the end of The Lakes Drive, Tweed Heads West to prohibit parking of cars that restricts access to the boat ramp. It is considered that a "No Stopping" zone or similar is appropriate in the area directly in front of the boat ramp and floating jetty to allow full access to the boat ramp at all times. Sufficient room should be allocated for manoeuvring cars with trailers.

The Committee supported the provision of a "No Parking" sign at the boat ramp at the end of The Lakes Drive, Tweed Heads West.

RECOMMENDATION:

That "No Parking" signage be installed at the boat ramp at the end of The Lakes Drive, Tweed Heads West.

PART B

Nil.

NEXT MEETING:

The next meeting of the Local Traffic Committee will be held on 15 December 2005 in the Peter Border Room commencing at 9.00am.

The meeting closed at 11.15am and the Committee members consisting of Mike Baldwin (RTA), Jason Thrupp (NSW Police), Paul Morgan and Ray Clark (TSC) attended the on site inspection for a cane bin listed at Item 8 under Business Arising.

DIRECTOR'S COMMENTS:

Nil.

DIRECTOR'S RECOMMENDATIONS:

Item from Meeting held 17/2/2005

11. Bay Street, Tweed Heads

R0470 Pt3; Traffic - Parking Zones

That the Committee's recommendation be endorsed, being:

"That the current permits be re-issued from 1 January to 31 December 2006."

GENERAL BUSINESS:

2. Cudgen Primary School, Collier Street (bus access)

**R1220 Pt1; DW1285976; School - Cudgen Public;
Transport - Bus Services - Stops**

That the Committee's recommendation be endorsed, being:

"That the School Bus Zone signage at Cudgen Primary School in Collier Street be provided to read: "8:00 to 9:30am and 2:30 to 4:00pm"."

3. Queen Street, Murwillumbah Street, Murwillumbah

**DW1273186; R4500 Pt1; R3640 Pt4; Traffic - Parking Zones;
Traffic - Taxi Stands; Chamber of Commerce**

That the Committee's recommendation be endorsed, being:

"That a 2 hour parking restriction on Queensland Road on the western side from Murwillumbah Street to the bus bay entry at Mt Saint Patrick's College be provided."

4. Queensland Road and Murwillumbah Street, Murwillumbah

R3640 Pt4; DW1293401; Traffic - Safety

That the Committee's recommendation be endorsed, being:

"That rubber mountable central medians near the pedestrian crossing on Queensland Road to reinforce the existing "No U Turn" signs be provided."

5. **Gibson Street, Oceanview Avenue, McPhail Avenue, Viking Street, Sutherland Street, Kingscliff**
R2200 Pt1; R3240 Pt1; R3820 Pt1; DW1297654; Traffic - Committee;
Roundabouts; Speed Zones; Weight of Vehicles

That the Committee's recommendation be endorsed, being:

"That:-

1. *A temporary 4.5 tonne load limit be applied to McPhail Avenue from the Turnock Street roundabout to the Seaview Street roundabout and on Sutherland Street from the roundabout to the northern side of the Cudgen Creek Bridge. The period to be for 12 months at which time it will be reviewed.*
2. *Concrete companies and associated local building material suppliers be advised of the temporary load limit.*
3. *Concrete and other local building supply companies be advised of the load limit in writing as well as advertising in the Tweed Link.*
4. *The 50kph speed zone be extended on Casuarina Way from the Cudgen Creek Bridge to the existing 50kph zone at SALT, a distance of 460 metres."*

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7. **Kennedy Drive, Minjungbal Drive, Machinery Drive, Tweed Heads**
DW1297019, 1297020, 1297021; R2830 Pt7; R3454 Pt1; R3250 Pt4;
Traffic - Weight of Vehicles

That the Committee's recommendation be endorsed, being:

"That:-

1. *The RTA be requested to repeal Kennedy Drive, Minjungbal Drive and Machinery Drive as 25m B-double routes.*
2. *A 19m 55 tonne B-double route be approved on Minjungbal Drive from the Pacific Highway South Tweed interchange to Machinery Drive and Machinery Drive from Minjungbal Drive to Tierney Place."*

8. Elrond Drive, Kingscliff

R1865 Pt1; DW1291260; Traffic - Safety

That the Committee's recommendation be endorsed, being:

"That the Committee supported splitter islands at the intersection of Beach Street and Elrod Drive subject to funding."

9. Main Street, Queensland Road, Tumbulgum Road

R3640 Pt4; R4510 Pt1; R5570 Pt1; DW1297362; Traffic - Road Closures Temporary;
Murwillumbah - Tweed Shire Council - Centenary

That the Committee's recommendation be endorsed, being:

'That the procession be approved provided a traffic control plan is submitted and approved by Council.'

11. The Lakes Drive, Tweed Heads West

DW1297971; DW1263410; R5460 Pt1; Boat Ramps

That the Committee's recommendation be endorsed, being:

'That "No Parking" signage be installed at the boat ramp at the end of The Lakes Drive, Tweed Heads West.'

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