



Tweed Shire Council

Operations Committee Agenda

30 August 2005

Dear

NOTICE IS GIVEN that a Meeting of the **Operations Committee** will be held at the Council Chamber, Murwillumbah Civic and Cultural Centre on **Wednesday 7 September 2005**, commencing at **3.00pm**.

Submitted,

A handwritten signature in black ink, appearing to read 'J Griffin'.

Dr J Griffin
General Manager

AGENDA

1. Confirmation of the Minutes of the Operations Committee Meeting held Wednesday 17 August 2005
2. Apologies
3. Disclosure of Interest
4. Items to be Moved from Ordinary to Confidential - Confidential to Ordinary
5. Access - Operations Matters
6. Reports through the General Manager
 - a. Reports from Director Planning & Development
 - b. Reports from Director Governance & Corporate Services
 - c. Reports from Director Engineering & Operations
 - d. Reports from Director Environment & Community Services
7. Confidential Matters - (exclude Press and Public)

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ITEMS FOR CONSIDERATION OF THE COMMITTEE:

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CONFIRMATION OF MINUTES

Minutes of the Operations Committee Meeting held 17 August 2005

UNDER SEPARATE COVER/FURTHER INFORMATION:

1. Minutes of the Operations Committee Meeting held 17 August 2005 (DW 1251304).
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REPORTS THROUGH THE GENERAL MANAGER

REPORTS FROM DIRECTOR GOVERNANCE & CORPORATE SERVICES

1 **[GC] Request for Donation - State Emergency Services 50th Anniversary Ball**

ORIGIN:

Corporate Performance

SUMMARY OF REPORT:

Council has received a request from the Mt Druitt Unit of the State Emergency Services seeking a Council donation of \$250 to \$500 to fund the anticipated shortfall in expenses pertaining to the Celebratory Ball tentatively scheduled for 18 March 2006.

A copy of the letter from the State Emergency Service Unit is attached for Council's information.

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 determines this request.

REPORT:

As per summary of report.

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

Budget Number A0019 – Donations

POLICY IMPLICATIONS:

In considering this request, reference should be made to the Donations Policy.

UNDER SEPARATE COVER/FURTHER INFORMATION:

1. Letter from State Emergency Services - Mount Druitt Unit (DW 1250471).
-

2 [GC] 2005/2006 Financial Assistance Grant

ORIGIN:

Financial Services

SUMMARY OF REPORT:

The Commonwealth Minister for Local Government, Territories and Roads, the Honourable Jim Lloyd MP, has approved the recommendations of the NSW Local Government Grants Commission for the 2005/2006 financial assistance grants.

RECOMMENDATION:

That the:

- 1. Report be received and noted, and**
- 2. Financial Assistance Grant adjustments be included in the September 2005 Quarterly Budget Review.**

REPORT:

Local government financial assistance grants are general purpose grants that are paid to local councils under the provisions of the Commonwealth Local Government (Financial Assistance) Act 1995. This legislation also details how the total amount of grant funds is determined and how the funds are to be distributed between states.

Each State and the Northern Territory must have a Local Government Grants Commission for it to receive funding. It is the responsibility of each Grants Commission to make recommendations on the allocation of grants in their state. In NSW the Grants Commission makes recommendations to the Minister for Local Government. If accepted the recommendations are referred to the Commonwealth Minister for Local Government, Territories and Roads for final approval.

The general purpose component is distributed on the basis of each state's share of the national population. NSW receives \$374 million, or about 32%. With the general purpose component the Grants Commission attempts to assess the extent of relative disadvantage between Councils. The approach taken considers cost disadvantage in the provision of services on the one hand and an assessment of revenue raising capacity on the other. The grants methodology is objective and excludes, as far as practicable, Council's policies and practices.

The local roads component, of which NSW receives \$144 million, or 29% is assessed on the basis of Council's proportion of the state's population and the length of local roads and bridges.

Although there are two separately identified grant components, the total funds are paid to Councils as unconditional grants. The local Council has complete autonomy in deciding how the funds should be spent.

The 2005/2006 entitlement to Tweed Shire Council is \$7,280,114. An underpayment in 2004/2005 occurred due to the actual increase in the consumer price index for the year March 2005 and the State's share of the national population varied from the Commonwealth estimates on which the 2004/2005 entitlements were based. The amount to be added to the above 2005/2006 entitlement is \$31,888.

2005/2006 Payment

Component	Budget	Actual	Variation
General Purpose	5,450,000	5,546,954	96,954
Local Roads	1,695,000	1,765,048	70,048
	<u>7,145,000</u>	<u>7,312,002</u>	<u>167,002</u>

It is worthy of note that of the five Councils in the urban regional large and very large groups, Tweed Shire received the highest increase of 4.4%.

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

Increase in revenue to be adjusted in the September 2005 Quarterly Budget Review.

General Purpose FAG Grant	A0096.0790
Local Roads FAG Grant	A3805.0790

POLICY IMPLICATIONS:

Nil.

UNDER SEPARATE COVER/FURTHER INFORMATION:

Nil.

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3 [GC] In Kind Register - April to June 2005

ORIGIN:

Financial Services

SUMMARY OF REPORT:

Details of "In Kind" and real donations for the period April to June 2005 are reproduced in this report for Council's information.

RECOMMENDATION:

That this report be received and noted.

REPORT:

Council maintains a Register of "In Kind" and real donations. Details of these donations for the period April 2005 to June 2005 are reproduced as follows:-

Financial Assistance			
Amount	Recipient	Donated Item	Date
\$ 500.00	St Josephs Community Centre	Contribution - Tweed Interagency for Housing Forum	1-Apr-05
\$ 22,400.00	Tweed District Rescue Squad	Budget Allocation	7-Apr-05
\$ 2,000.00	Cabarita Beach SLSC	Second Round Donations - Festivals Policy	11-Apr-05
\$ 2,000.00	Mooball Moovers Inc	Second Round Donations - Festivals Policy	11-Apr-05
\$ 5,490.00	Wintersun Festival Association	Second Round Donations - Festivals Policy	11-Apr-05
\$ 3,500.00	Tyalgum Festival Committee	Second Round Donations - Festivals Policy	11-Apr-05
\$ 4,000.00	Speed on Tweed	Second Round Donations - Festivals Policy	11-Apr-05
\$ 750.00	Uki Public Hall & Recreation Reserve Trust	Second Round Donations - Donations Policy	11-Apr-05
\$ 750.00	Twin Towns Playgroup	Second Round Donations - Donations Policy	11-Apr-05
\$ 2,000.00	Twin Towns Friends Association	Second Round Donations - Donations Policy	11-Apr-05
\$ 1,040.00	Twin Towns Family History Group	Second Round Donations - Donations Policy	11-Apr-05
\$ 1,500.00	Tweed Heads Palliative Support Inc	Second Round Donations - Donations Policy	11-Apr-05
\$ 1,000.00	Surfrider Foundation	Second Round Donations - Donations Policy	11-Apr-05
\$ 500.00	Cudgen Progress Association	Second Round Donations - Donations Policy	11-Apr-05
\$ 1,200.00	Camp Quality Northern NSW	Second Round Donations - Donations Policy	11-Apr-05
\$ 1,500.00	Blind & Vision Impaired Support Group Far North Coast Inc	Second Round Donations - Donations Policy	11-Apr-05
\$ 200.00	Ashley Rixon - Tweed Shire Banana Queen Candidate	Clothing Allowance	12-Apr-05
\$ 100.00	St John's Ambulance	Donation - Attendance SK8 Cabarita Skate Park Dem	12-Apr-05
\$ 40.00	Murwillumbah RSL	Book Voucher Donation	18-Apr-05
\$ 10,000.00	Careflight Queensland Ltd	Budget Allocation	29-Apr-05
\$ 20,000.00	Murwillumbah Tennis Club	Sporting Facilities - Capital Assistance Program	5-May-05
\$ 12,736.30	Twin Towns Police & Citizens Youth Club	Reimburse Part Developer fee - Boundary Adjustment	17-May-05
\$ 5,000.00	Kingscliff Tennis Club	Sporting Facilities - Capital Assistance Program	19-May-05
\$ 98,206.30			

Goods and/or Materials			
Amount	Recipient	Donated Item	Date
\$ 192.00	Rhonda James - Dune Care	20 Cotton Woods & 2 SandPaper Figs	05-Apr-05
\$ 192.00	Tumbulgum School (Maree Hall)	24 Assorted Rainforest	05-Apr-05
\$ 16.00	Joey's Pouch	2 Australis Selected - Syzgium form	12-Apr-05
\$ 8.00	Australian Citizen	1 Palm	06-May-05
\$ 8.00	Tree Gang Keilvale	1 Tree	16-May-05
\$ 1,192.00	Hastings Point Dune Care	55 Trees & 188 Shrubs	18-May-05
\$ 48.00	Pippies Childhood Centre	12 Shrubs	20-May-05
\$ 4.00	Australian Citizen - Mr Morris	1 Shrub	31-May-05
\$ 4.00	Australian Citizen - Mr P Milton	1 Shrub	02-Jun-05
\$ 96.00	Chillingham School	24 Grasses	02-Jun-05
\$ 50.00	Garden Competition - Seniors Expo 2005	7 Shrubs	17-Jun-05
\$ 140.00	Tweed Heads Public School	35 Shrubs	17-Jun-05
\$ 1,950.00			

Provision of Labour and/or Plant & Equipment			
Amount	Recipient	Donated Item	Date
\$ 249.37	Air Sea Rescue - Point Danger	Provision of labour & council plant	18-Apr-05
\$ 75.61	Anzac Day	Provision of labour & council plant	26-Apr-05
\$ 1,406.14	Life Education Van	Provision of labour & council plant	April/May/June

Tweed Link Advertising			
Amount	Recipient	Donated Item	Date
\$ 141.75	Various Community Notices	Advertising	5-Apr-05
\$ 89.10	Various Community Notices	Advertising	12-Apr-05
\$ 40.50	Various Community Notices	Advertising	19-Apr-05
\$ 175.50	Various Community Notices	Advertising	26-Apr-05
\$ 94.50	Various Community Notices	Advertising	3-May-05
\$ 87.75	Various Community Notices	Advertising	10-May-05
\$ 108.00	Various Community Notices	Advertising	24-May-05
\$ 216.00	Various Community Notices	Advertising	31-May-05
\$ 94.50	Various Community Notices	Advertising	7-Jun-05
\$ 87.75	Various Community Notices	Advertising	14-Jun-05
\$ 94.50	Various Community Notices	Advertising	21-Jun-05
\$ 168.75	Various Community Notices	Advertising	28-Jun-05
\$ 1,398.60			

TWEED SHIRE COUNCIL OPERATIONS COMMITTEE MEETING HELD WEDNESDAY 7 SEPTEMBER 2005

Room Hire Amount	Recipient	Donated Item	Date
\$ 58.00	Tweed Heads Hospital Ladies Aux	Room Hire - Tweed Heads Meeting Room	4-Apr-05
\$ 29.00	Twin Towns ladies Aux Card Group	Room Hire - Tweed Heads Meeting Room	13-Apr-05
\$ 58.00	Tweed Heads Hospital Ladies Aux	Room Hire - Tweed Heads Meeting Room	2-May-05
\$ 58.00	Northern Rivers Symphony Orchestra	Room Hire - Tweed Heads Meeting Room	8-May-05
\$ 58.00	Tweed Heads Hospital Ladies Aux	Room Hire - Tweed Heads Meeting Room	6-Jun-05
\$ 29.00	Twin Towns ladies Aux Card Group	Room Hire - Tweed Heads Meeting Room	8-Jun-05
\$ 58.00	Northern Rivers Symphony Orchestra	Room Hire - Tweed Heads Meeting Room	8-Jun-05
\$ 726.90	Nickulas Kenny Theatre	Room Hire - Murwillumbah Civic Centre	10-Apr-05
\$ 89.00	Murwillumbah Hospital Review	Room Hire - Murwillumbah Civic Centre	12-May-05
\$ 186.40	Murwillumbah Hospital Review	Room Hire - Murwillumbah Civic Centre	13-May-05
\$ 186.40	Murwillumbah Hospital Review	Room Hire - Murwillumbah Civic Centre	14-May-05
\$ 43.40	Murwillumbah Theatre Company	Room Hire - Murwillumbah Civic Centre	17-May-05
\$ 43.40	Murwillumbah Theatre Company	Room Hire - Murwillumbah Civic Centre	23-May-05
\$ 43.40	Murwillumbah Theatre Company	Room Hire - Murwillumbah Civic Centre	25-May-05
\$ 113.60	Rotary AM Ball	Room Hire - Murwillumbah Civic Centre	27-May-05
\$ 404.30	Rotary AM Ball	Room Hire - Murwillumbah Civic Centre	28-May-05
\$ 43.40	Murwillumbah Theatre Company	Room Hire - Murwillumbah Civic Centre	30-May-05
\$ 43.40	Murwillumbah Theatre Company	Room Hire - Murwillumbah Civic Centre	1-Jun-05
\$ 43.40	Murwillumbah Theatre Company	Room Hire - Murwillumbah Civic Centre	6-Jun-05
\$ 43.40	Murwillumbah Theatre Company	Room Hire - Murwillumbah Civic Centre	8-Jun-05
\$ 43.40	Murwillumbah Theatre Company	Room Hire - Murwillumbah Civic Centre	14-Jun-05
\$ 43.40	Murwillumbah Theatre Company	Room Hire - Murwillumbah Civic Centre	15-Jun-05
\$ 43.40	Tweed Theatre Company	Room Hire - Tweed Heads Civic Centre	6-Apr-05
\$ 40.20	Twin Towns Garden Club	Room Hire - Tweed Heads Civic Centre	11-Apr-05
\$ 43.40	Tweed Theatre Company	Room Hire - Tweed Heads Civic Centre	13-Apr-05
\$ 61.20	Tweed Theatre Company	Room Hire - Tweed Heads Civic Centre	20-Apr-05
\$ 40.20	Twin Towns Garden Club	Room Hire - Tweed Heads Civic Centre	9-May-05
\$ 29.00	Twin Towns RSL Ladies Card Group	Room Hire - Tweed Heads Civic Centre	11-May-05
\$ 174.10	VIP in Policing Public Meeting	Room Hire - Tweed Heads Civic Centre	18-May-05
\$ 53.40	Northern Rivers Symphony Orchestra	Room Hire - Tweed Heads Civic Centre	1-Jun-05
\$ 40.20	Twin Towns Garden Club	Room Hire - Tweed Heads Civic Centre	13-Jun-05
\$ 53.40	Northern Rivers Symphony Orchestra	Room Hire - Tweed Heads Civic Centre	15-Jun-05
\$ 174.10	Dept of Education	Room Hire - Tweed Heads Civic Centre	22-Jun-05
\$ 53.40	Northern Rivers Symphony Orchestra	Room Hire - Tweed Heads Civic Centre	22-Jun-05
\$ 219.40	Aboriginal Flag Raising	Room Hire - Tweed Heads Civic Centre	25-Jun-05
\$ 53.40	Northern Rivers Symphony Orchestra	Room Hire - Tweed Heads Civic Centre	29-Jun-05
\$ 24.50	Twin Towns Friends	Room Hire - South Tweed HACC	13-Apr-05
\$ 24.50	Twin Towns Friends	Room Hire - South Tweed HACC	11-May-05
\$ 24.50	Twin Towns Friends	Room Hire - South Tweed HACC	8-Jun-05
\$ 122.00	Dept of Ageing, Disability & Home Care	Hall Hire - South Tweed Heads Community Hall	14-May-05
\$ 3,719.50			

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

Nil.

POLICY IMPLICATIONS:

Nil.

UNDER SEPARATE COVER/FURTHER INFORMATION:

Nil.

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REPORTS FROM DIRECTOR ENGINEERING & OPERATIONS

4 [EO] Licence Agreement with Department of Lands - Cudgera Creek Services Crossing

ORIGIN:

Design

FILE NO: DA05/0556 Pt 1

SUMMARY OF REPORT:

Council has obtained consent to construct horizontally directionally drilled services crossing under Cudgera Creek at Hastings Point. Most of the works will be within Crown Land, under the bed of the Creek. The works are required as part of the upgrading of sewerage and water supply infrastructure along the coast road between Hastings Point and Pottsville.

To enable these works to proceed, Council has sought a short term Licence Agreement from the Department of Lands.

The Agreement is a standard agreement pursuant to the Crown Lands Act, 1989 and will commence upon execution of the Agreement and terminate on 31 January 2006.

It is necessary to resolve to enter into the Agreement and to execute all necessary documentation under the Common Seal of Council.

RECOMMENDATION:

That:-

1. Council approves entering into a Licence Agreement with the Department of Lands for the area below the bed of the Cudgera Creek for horizontally directionally drilled services crossing under Cudgera Creek at Hastings Point; and
2. All necessary documentation be executed under the Common Seal of Council.

REPORT:

As per Summary of Report, below is a plan showing the area of land to be licensed:

Licence No.: LI 384519
Page: 15

SCHEDULE 3

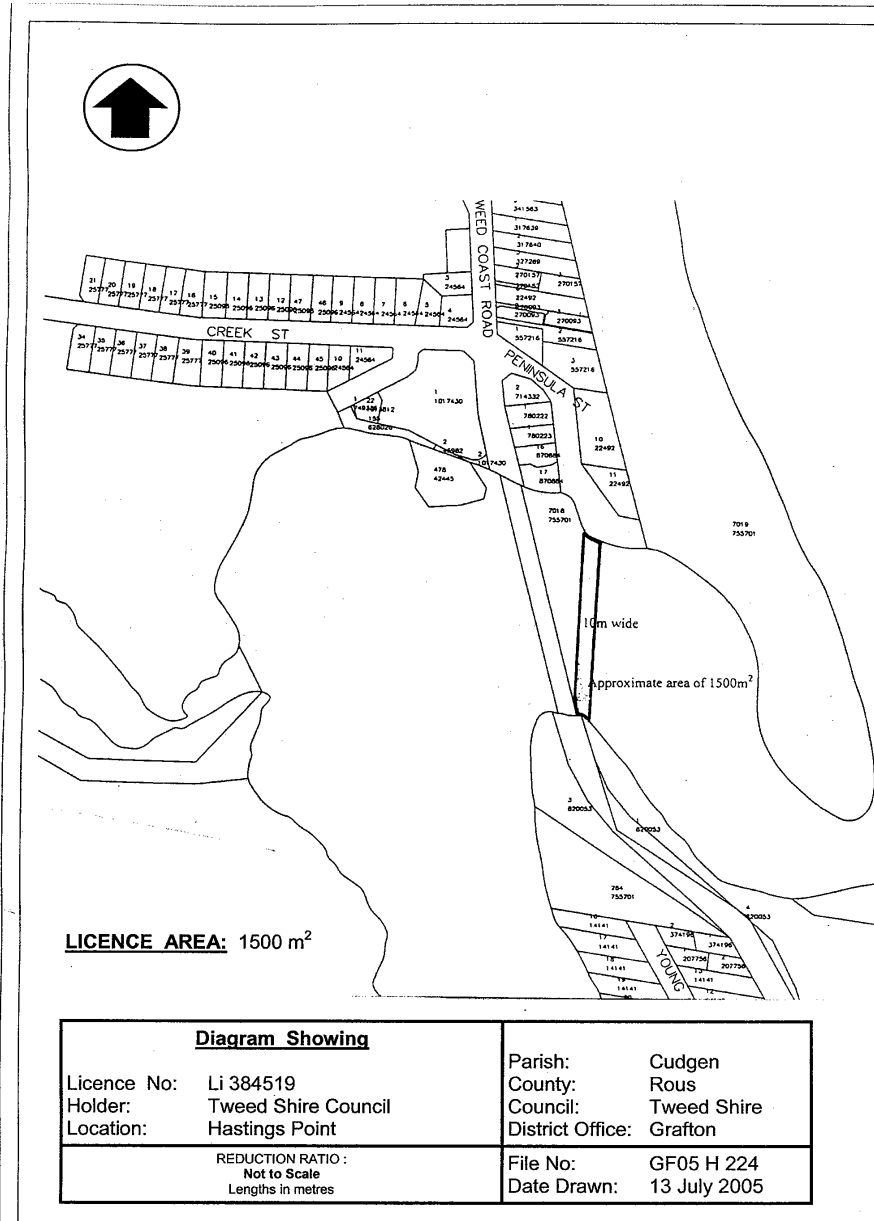


Diagram Showing	
Licence No:	Li 384519
Holder:	Tweed Shire Council
Location:	Hastings Point
REDUCTION RATIO :	File No: GF05 H 224
Not to Scale	Date Drawn: 13 July 2005
Lengths in metres	

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

Nil.

POLICY IMPLICATIONS:

Nil.

UNDER SEPARATE COVER/FURTHER INFORMATION:

Nil.

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5 [EO] Tweed Coast Road - Overhanging Fig Tree at Cudgen

ORIGIN:

Works

FILE NO: R1181 Pt15

SUMMARY OF REPORT:

A fig tree overhanging Tweed Coast Road at Cudgen has had its condition assessed as potentially unsafe and is recommended to be removed.

RECOMMENDATION:

That Council authorises the removal of the fig tree as identified in this report, on Tweed Coast Road at Cudgen.

REPORT:

Council has been notified of the poor condition of a fig tree on Tweed Coast Road approx 400m north of the Cudgen Road traffic lights.

An inspection revealed that the tree is unbalanced with its foliage almost entirely growing over the travel lanes of Tweed Coast Road (refer attached photographs). Due to the risk of the tree falling onto the road and possibly causing injury, a report from Council's Senior Arborist was requested to assess its stability and overall health. A boundary survey was also completed to confirm that the tree was wholly within the public road reserve.

The attached Tree Report recommends that the tree be removed for safety reasons (DW No. 1250124). The estimated cost to remove the tree is \$1500. Two nearby trees of similar size would reduce the visual impact of the removal of the subject tree.



Photograph 1. Branches overhanging road



Photograph 2. Unbalanced load on trunk

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

Nil.

POLICY IMPLICATIONS:

Nil.

UNDER SEPARATE COVER/FURTHER INFORMATION:

1. Tree Report - Tweed Coast Road approximately 500mtrs north of Cudgen Road Traffic Lights (DW 1250124)
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6 [EO] Support for "in kind" Support/Waive Fee

ORIGIN:

Recreation Services

SUMMARY OF REPORT:

Council has received a request from Country Women's Auxiliary asking that Council consider either waiving or halving the fee for a plant display in the Murwillumbah Auditorium for their annual craft expo.

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."

Additionally, at it's meeting held 18 April 2001, Council considered the issue of plant display charges, resolving that:-

"Council provide the service at a charge and the minimum charge would be \$80 per display, increasing with the scale of the display required".

Accordingly, the display requested would incur a charge of \$80.00. It is recommended that there would be a 50% fee reduction for this charge.

RECOMMENDATION:

That Council approves the reduction of the fee by 50% for a plant display in the Murwillumbah Auditorium for the Country Women's Auxiliary's annual craft expo.

REPORT:

Council has received a request from Country Women's Auxiliary asking that Council consider either waiving or halving the fee for a plant display in the Murwillumbah Auditorium for their annual craft expo.

At it's meeting held 18 April 2001, Council considered the issue of plant display charges, resolving that:-

"Council provide the service at a charge and the minimum charge would be \$80 per display, increasing with the scale of the display required".

Accordingly, the display requested would incur a charge of \$80.00.

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

Should the request be approved for the waiving or halving of the fee, the resultant cost will be borne by the parks maintenance budget.

POLICY IMPLICATIONS:

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

Festivals policy
Donations Policy

UNDER SEPARATE COVER/FURTHER INFORMATION:

1. Correspondence from the Country Women's Association of NSW (DW 1248389).
-
-

**7 [EO] Draft Plan of Management - Community Land (Lot 1 DP1009649)
Minjungbal Drive and Heffron Street Tweed Heads South**

ORIGIN:

Recreation Services

SUMMARY OF REPORT:

At its meeting held 1 June 2005, Council resolved:-

"That under the provisions of Section 36 of the Local Government Act 1993, the Draft Plan of Management for Lot 1 DP 1009649 - Minjungbal Drive/Heffron St, Tweed Heads be placed on exhibition for 28 days allowing a submission period of 42 days. During the exhibition and submission period, a public meeting is to be held in respect of the plan."

The submission period extended from 28 June 2005 to 10 August 2005 with the public meeting held 19 July at the South Tweed Community Hall. No submissions were received and no-one attended the public meeting.

RECOMMENDATION:

That the draft Plan of Management for Lot 1 DP 1009649 - Minjungbal Drive/Heffron St, Tweed Heads be adopted.

REPORT:

At its meeting held 1 June 2005, Council resolved:

“That under the provisions of Section 36 of the Local Government Act 1993, the Draft Plan of Management for Lot 1 DP 1009649 - Minjungbal Drive/Heffron St, Tweed Heads be placed on exhibition for 28 days allowing a submission period of 42 days. During the exhibition and submission period, a public meeting is to be held in respect of the plan.”

The submission period extended from 28 June 2005 to 10 August 2005 with the public meeting held 19 July at the South Tweed Community Hall. No submissions were received and no-one attended the public meeting.

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

Nil.

POLICY IMPLICATIONS:

Nil.

UNDER SEPARATE COVER/FURTHER INFORMATION:

1. Draft Plan of Management - Community Land (Lot 1 DP 1009649) Minjungbal Drive and Heffron Street, South Tweed Heads (DW 1258630)
-

8 [EO] Summary of Public Consultation for Cudgen Creek Bridge, Kingscliff

ORIGIN:

Design

SUMMARY OF REPORT:

Council at its meeting of 15 June 2005 resolved to undertake public consultation regarding the proposal to reconfigure the existing Cudgen Creek Bridge to a one lane, two-way traffic bridge with a dedicated pedestrian walkway until the proposed foot bridge could be constructed in approximately 18 months.

The public consultation process has now concluded and 56 submissions were received. A summary of the submissions is included in this report.

RECOMMENDATION:

That:-

- 1. The existing Cudgen Creek Bridge be converted to a one lane two-way traffic bridge with dedicated pedestrian walkway, in accordance with the proposal.**
- 2. The survey, investigation and design of a new pedestrian/cycleway bridge immediately downstream of the existing bridge continue as previously resolved by Council at the meeting of 1 December 2004.**
- 3. Funding for the new pedestrian/cycleway bridge be considered as part of the 2006/2007 budget deliberations.**

REPORT:

Background

Council at its meeting of 15 June 2005 considered a report regarding the need to safely accommodate pedestrians on the Cudgen Creek Bridge in the interim until the dedicated pedestrian/cycleway bridge could be built. At this meeting it was resolved to undertake public consultation regarding the proposal to reconfigure the existing Cudgen Creek Bridge to a one lane, two-way traffic configuration.

Since the recent completion of the cycleway through Lot 490 from the SALT development to Cudgen Creek, the bridge is now the dominant missing link of the Coastline Cycleway Project. The existing traffic bridge is creating a conflict of use as it does not have a dedicated pedestrian walkway and it is the only means of crossing the creek in this vicinity.

Community consultation for a pedestrian/cycleway bridge was undertaken during October 2004. Council at its meeting of 1 December 2004 resolved to rescind its previous decision of 1 September 2004 regarding the provision of a pedestrian/cycleway bridge immediately upstream of the Marine Parade Boat Ramp. Alternatively, it resolved to adopt a concept for a pedestrian/cycleway bridge immediately downstream of the existing traffic bridge and upgrade the boardwalk from Marine Parade to Sutherland Street Bridge. At this meeting Council also resolved to proceed with survey, investigation, detailed design, estimates and development application for a bridge at this location. It was also resolved to consider options for funding the construction of the bridge and boardwalk as part of the 2005/2006 budget deliberations.

The new pedestrian/cycleway bridge is estimated to cost \$1,250,000 and the boardwalk upgrade is estimated at \$550,000. Current funding of \$460,000 is available from; SALT contribution, Section 94 Contributions, DIPNR and reallocation of funds from the Moss St Boardwalk. As part of the 2005/2006 budget deliberations, the remaining \$1,340,000 was proposed as loan funds. However, due to competing projects, it was not included in the 2005/2006 budget.

As an interim measure to provide safe pedestrian access across Cudgen Creek it was proposed to reconfigure the existing traffic bridge to provide a pedestrian walkway on the existing structure with a single-lane of two-way traffic. The existing bridge is 5.5 metres wide between kerbs. This will accommodate a 4 metre vehicular traffic lane and a 1.2 metre walkway (allowing 0.3 metres for a kerb and fence to separate pedestrians from vehicles). A giveway sign on the Northern approach to the bridge is proposed to regulate traffic. After the new pedestrian/cycleway bridge is built, the existing bridge can be easily returned to 2 lanes of vehicle traffic until it is replaced in 10-15 years when it has reached the end of its useful life.

Submissions Received

The public consultation process for this proposal has now concluded and 56 submissions were received. These have been summarised and are presented in the table below.

Submission Number	Summary of Submission
<p>1 30 Submissions Received</p>	<p>This submission is a pro-forma letter that has been circulated throughout the community and sent in by various residents. The original author of the letter is unknown to Council. The main concerns discussed by this submission are:-</p> <ul style="list-style-type: none"> • The proposal reflects a persistent failure by Council, Developers and the RTA to fully address traffic impacts created by the coastal strip developments. • The final stage of the proposal is to build a new bridge that principally benefits the coastal strip developments with disproportionate risks and to the detriment of the Kingscliff residents. • Previous rejection of a new bridge further upstream allowed developers to avoid significant costs in providing reasonable access. • Sutherland, Pearl and Kingscliff Streets are residential roads containing 2 primary schools, a child care centre, an aged care home, RSL hall and Catholic Church and it is inappropriate and dangerous that they be used as a main access route. • The failed traffic management in Kingscliff is a clear example of commercial development and business greed at the expense of the community. • The upgrade of Cudgen Creek Bridge is not the expected and inevitable consequence of rapid regional growth and upgrading the bridge puts Council in breach of its responsibility to protect the safety and quality of life of all its citizens. <p>The submission supports the proposal to reconfigure the existing bridge to a one lane two-way configuration for pedestrian safety as the final long term solution. The submission is opposed to the final long term plan of building a new traffic bridge. Additionally, it is requested that:</p> <ul style="list-style-type: none"> • Council redirects funding towards a new bypass South of Kingscliff, and pursues developers to contribute towards it. • Council and the RTA impose weight restrictions on Cudgen Creek Bridge to prohibit heavy vehicles and install traffic calming devices on Sutherland, Pearl and Kingscliff Streets. • Council ensures that any new retail centre does not affect traffic in Kingscliff.
<p>2 1 Submission Received</p>	<p>This submission is from the Kingscliff Ratepayers and Progress Association (KRPA). KRPA has not changed its long held position of a new vehicle and pedestrian bridge at the current site to connect the two communities of SALT and Kingscliff. This bridge should be built as soon as possible. KRPA does not support another bridge upstream of the existing</p>

	<p>bridge as it will create disturbance of the environmentally protected wetlands and it will divide farmland. KRPA does not support the removal of the current bridge and has had this stance for the last 5 years.</p> <p>KRPA did not comment on the interim proposal as its August meeting was after the submission closing date.</p> <p>KRPA also made the following comments about a document that was circulated throughout the Tweed Coast inviting people to submit the included pro-forma letter:-</p> <ul style="list-style-type: none"> • The document used the terms “Kingscliff Ratepayers” and Kingscliff Community Concerns” to encourage readers to believe that it was distributed by KRPA when in fact it was written and distributed by a resident. • The document claims that the new bridge will be two lanes in each direction that will be capable of carrying more and heavier traffic than ever before. KRPA states that the old bridge was built in the 1960’s to carry trucks loaded with rutile sand and prior to creation of Casuarina Way it carried 15,000 vehicles per day (vpd). The traffic predictions for the new bridge are 7000vpd and this information has been available to property purchases since before the Casuarina development was approved. • The document is inaccurate and uses scare tactics.
3 1 Submission Received	<p>This submission is from the Cudgen Progress Association. Their opinion is that the bridge should be repaired or replaced in its present location.</p>
4 1 Submission Received	<p>This submission is from the Tweed Monitor Inc. They offer limited support to the proposal subject to the following:</p> <ul style="list-style-type: none"> • That the reconfiguration only operate for 18 months to allow a new bridge to be built incorporating both pedestrian and vehicle traffic. • That traffic lights be used to govern vehicular traffic instead of Stop/Giveway Signs during the 18 month period. • That the 18 month reconfiguration is not used to garner support for a new bridge site upstream of the existing bridge. • That heavy vehicles are restricted from using McPhail Ave and Sutherland Street.
5 1 Submission Received	<p>This submission supported the proposal but suggested that more traffic calming devices were required to control excessive speed.</p>
6 1 Submission Received	<p>This submission did not support the proposal. They thought that reconfiguring the bridge is a backward step and is irresponsible and dangerous. They are in support of rebuilding the bridge.</p>
7 2 Submissions Received	<p>This submission did not support the proposal. They thought that reconfiguring the bridge is dangerous and will lead to accidents. They are in support of a separate pedestrian bridge and replacing the existing bridge when structurally required. They are not in support of a new bridge upstream of the existing.</p>

8 2 Submissions Received	This submission supports the proposal to reconfigure the bridge but that it should remain as the permanent solution. They thought that a 2 tonne load limit should be applied at the same time. They are in support for a new bridge upstream of the existing bridge to bypass Kingscliff.
9 2 Submissions Received	This submission does not support the proposal. They consider that the developers should provide direct access to their developments.
10 1 Submission Received	This submission is in full support of the proposal.
11 1 Submission Received	This submission does not support the proposal. They consider that a new bridge is required.
12 1 Submission Received	This submission considers that the proposal is only a bandaid measure and that a new bridge is required at this location.
13 2 Submissions Received	This submission is in support of the proposal as an interim measure. They support the building of a new bridge at this location sooner rather than latter.
14 1 Submission Received	This submission is in support of the proposal as an interim measure. They are in support of a new pedestrian bridge downstream near the boat ramp and a new traffic bridge upstream that bypasses Kingscliff with a second traffic bridge to access Lot 490.
15 1 Submission Received	This submission is in favour of a new bridge in the current location that has a complete separation of pedestrians and vehicles.
16 1 Submission Received	This submission is in favour of a new bridge with walkway.
17 1 Submission Received	This submission considers that the best use of the existing bridge is for pedestrians, emergency vehicles and public transport only. A vehicle bridge would not be required if buses were used to ferry people back and forth between Kingscliff and Salt/Casuarina.
18 1 Submission Received	This submission is in support of the proposal. They considered that it is an ideal compromise as the existing bridge is an accident waiting to happen. In addition, they suggested a stop sign on the Kingscliff side instead of the giveaway sign proposed.
19 1 Submission Received	This submission is in support of the proposal but suggests traffic lights instead of the proposed giveaway sign.
20 1 Submission Received	This submission is in favour of a new bridge that bypasses Kingscliff with a new bridge at the current location to service Lot 490.
21 1 Submission Received	This submission is in favour of the proposal. However, a second bridge further upstream of the existing bridge is also suggested as it will bypass through traffic but the existing bridge will also cater for tourist and local traffic.

<p>22 1 Submission Received</p>	<p>This submission is in favour of the proposal. However, they would prefer to see the reconfiguration become permanent.</p>
<p>23 1 Submission Received</p>	<p>This submission is from consultants engaged by the developers of SALT. It objects to the proposal and provides the following background information:-</p> <ul style="list-style-type: none"> • The statement of environmental effects for the Salt Development offered to construct a new bridge over Cudgen Creek at South Kingscliff up to the value of the section 94 liabilities. • Since Cudgen Creek Bridge was not included in the section 94 contribution plan, Council prepared a draft amendment to include the bridge. The draft amendment was not adopted because Salt was the only contributor and the existing bridge was adequate for its purpose. • As an alternative to a new bridge, \$232,000 was offered by the developer to upgrade the existing bridge and a development application was lodged to provide a 1.2m wide footway on the side of the existing bridge. • As a result of the public exhibition of this development application, it was decided that further investigation be undertaken as to the most suitable location for a pedestrian bridge. The developers of Salt paid \$450,000 to Council in lieu of upgrading the existing bridge. <p>The author considers that the proposal is inconsistent with the history of the project and states that it will lead to significant conflicts between pedestrians and vehicles. The author is also concerned that although the proposal is a temporary measure, it will become permanent and this will allow the existing aesthetically challenged structure to continue being a substandard entry point to the South Kingscliff Tourist Precinct. This submission requested that the existing bridge be upgraded with a pedestrian walkway and retaining the two traffic lanes. A report from a transportation and traffic specialist regarding the proposal was also included with the submission. The report has been summarised as follows:-</p> <ul style="list-style-type: none"> • Road Hierarchy. The functional status of Casuarina Way is a distributor road under Council's DCP 16, however rather than competing with the Tweed Coast Road it has been downgraded and designed as a local North-South traffic Link. Given this, it is not appropriate to implement traffic control measures that significantly reduce the capacity of the road or introduce significant delays. • Traffic Demands. June 2005 traffic counts indicate around 6300 vehicles per day (vpd) use the existing bridge. These counts are affected by construction traffic. Council's DCP51 recognises the significant traffic volumes and reads: "Casuarina Way already provides for traffic volumes well above collector road level, despite the existence of a higher standard, shorter route. Any future alterations to the alignment of Casuarina Way should be designed to encourage through traffic to use the bypass and to provide safe passage for local traffic including pedestrians and cyclists." The report predicts that traffic volumes are likely to reach 10,000vpd and

	<p>therefore the proposal is inappropriate.</p> <ul style="list-style-type: none"> • Traffic Operational Performance. The report considered that the traffic modelling undertaken by Tweed Shire Council underestimated the giveaway conflict length and therefore they have re-analysed the model for peak demands. Based on their calculation for a 22 second gap acceptance, queue lengths will be unacceptable during peak periods and this will lead to driver frustration. • Pedestrian and Cyclist Safety. The report considers that 1.2 metres is substandard for a pedestrian/cyclist facility. The minimum width is 1.5 metres and 1.8 metres is preferred according to Austroads part 14. The proposal does not include any barrier end treatments for the pedestrian barrier and therefore pedestrians and cyclists are not protected. • Conclusions. The proposal to convert the existing bridge to a priority controlled single lane bridge is not considered appropriate from a road hierarchy and traffic demand perspective. It will not provide an acceptable level of service to traffic movements and will create potential safety hazards. The reconfigured bridge has not been adequately designed to accommodate pedestrian, cyclist and vehicular traffic movements
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Consideration of Submissions

In response to the public submissions, a number of points need clarifying:-

- The average daily traffic (ADT) for traffic counts concluded on the 24/6/05 was 3328 for Casuarina Way (North of Salt). The previous count which concluded on the 25/5/05 at the same location, was 3170 ADT. The ADT for Sutherland Street (South of Viking Street) was 3675 for the count concluded on the 24/6/05. Therefore it is safe to assume that 3500 vehicles cross the existing bridge on a daily basis, not 6300 as claimed by the traffic specialist. The traffic modelling undertaken by Tweed Shire Council is considered a fair representation. If it is found that unacceptable delays do occurring during peak periods, the optional traffic calming devices shown on the exhibited proposal can be installed. This has the effect of reducing the gap acceptance time adopted by the model. On the road, it creates a higher rate of yielding of the priority traffic, which significantly reduces delays to motorists.
- The ultimate traffic volumes for the bridge have been estimated to be 4700vpd not 10,000vpd as claimed. This is approximately one third of the traffic that was carried by the bridge prior to the opening of the Yelgun to Chinderah Motorway and the upgrading of the Tweed Coast Road. The claims that a new bridge will create more and heavier traffic than ever before are unsubstantiated. A bridge in this location means that local traffic has the convenience of a link between Kingscliff and Casuarina.
- The claims that two traffic bridges are required cannot be rationalised in either economic or environmental terms when compared with the number of vehicles that will utilise the facilities.
- The interim proposal is a compromise to resolve conflicts between pedestrians, cyclists and motor vehicles. Currently, pedestrians and cyclists are using the traffic bridge to cross Cudgen Creek. This creates a safety concern as the number of

pedestrians and cyclists increase. The 1.2 metre walkway proposed is not considered a shared cycleway/pedestrian facility. Cyclists will be required to dismount to cross the bridge. By reducing the bridge to one lane, approach traffic is regulated to a higher degree than presently, thus reducing the risk to motorists. The safety of pedestrians is significantly improved by the proposal when compared to the existing situation.

- There are approximately 40 timber bridges within the Tweed Shire that require replacement with new concrete bridges. The replacement priority order of the first 12 bridges is:-
 1. Quinns Bridge, Reserve Creek Road
 2. Geddys Bridge, Urliup Road
 3. Perch Creek Bridge (Regional Road), Kyogle Road
 4. Charltons Bridge, Cudgera Creek Road
 5. Richards Bridge, Stokers Road
 6. Richards Deviation Bridge, Richards Deviation
 7. Byrill Creek Bridge, Byrill Creek Road
 8. Kingscliff Bridge (Cudgen Creek), Sutherland Street
 9. Unnamed Bridge (Bartletts Ln), Bartletts Lane
 10. Unnamed Bridge (Bartletts Ln), Bartletts Lane
 11. Brooks Road Bridge, Brooks Road
 12. Ferndale Bridge, Rowlands Creek Road

Construction of Quinns Bridge is currently scheduled for early 2006. Investigation and design is currently underway for Geddys Bridge and Perch Creek Bridge.

The priority list above is based on current condition and this generally changes from year to year as other factors need to be considered. These factors include (but are not limited to) the rate of deterioration, the volume of traffic, availability of grant funding and annual maintenance costs. The primary consideration is the structural adequacy of the "below deck" sub structure: piers, headstocks, corbels and girders.

Cudgen Creek Bridge is currently rated 8th on the list. It has some deteriorating girders and corbels that will need replacing within the next 2 years but is in otherwise good condition, compared with other higher priority bridges.

The interim proposal to reconfigure the existing bridge to a one lane two-way configuration is estimated to cost in the order of \$15,000. At the time of the reconfiguration, the required maintenance work will be undertaken and will take approximately 3 weeks to complete. The bridge will be closed to all traffic during this period to allow the work to be undertaken safely.

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

Funding to re-deck the existing bridge and provide a pedestrian walkway is available from the SALT contribution for the project.

POLICY IMPLICATIONS:

Nil.

UNDER SEPARATE COVER/FURTHER INFORMATION:

1. Cudgen Creek Bridge Display Poster - (DW1256958).
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9 [EO] Land Acquisition for Road Purposes - Chinderah

ORIGIN:

Design

SUMMARY OF REPORT:

Council has negotiated an exchange of land to secure the preferred routing of the pipelines associated with the proposed Kingscliff Sewage Treatment Plant at Chinderah. The landowner has agreed to accept the transfer of a closed road as compensation for the part of her land to be acquired and be dedicated as road.

Council prefers to locate pipelines within road reserves to avoid the necessity of creating easements within private landholdings.

Pursuant to the Roads Act 1993, Council has negotiated with the landowner to compulsorily acquire the strip of land by agreement.

The road to be closed forms part of the landowner's northern boundary and will be transferred and consolidated with the original parcel.

Council will acquire 2.434 hectares (the same area as the closed road) and will dedicate the strip of land as road on the southern boundary of the landowner's parcel.

DP 1085025 shows the areas in question, Lot 1 is to be acquired for road purposes, Lot 2 is to be closed and transferred to the landowner in full compensation.

The option to acquire the land arose to avoid the placement of the pipelines within the existing road reserve as it contained a stand of trees protected by Council's 2004 Tree Preservation Order.

It is now necessary to proceed with an application to the Minister for Local Government to compulsorily acquire Lots 1 and 2 in DP 1085025 for road purposes.

RECOMMENDATION:

That:-

- 1. Council approves the acquisition of Lots 1 and 2 in DP 1085025 under the provisions of the Land Acquisition (Just Terms Compensation) Act 1991 for the purposes of the Roads Act, 1993;**

2. Lot 1 be dedicated as road upon gazettal of the acquisition; and;
3. All necessary documentation be executed under the Common Seal of Council.

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

Nil.

POLICY IMPLICATIONS:

Nil.

UNDER SEPARATE COVER/FURTHER INFORMATION:

Nil.

10 [EO] Tweed Valley Flood Study

ORIGIN:

Planning & Infrastructure

SUMMARY OF REPORT:

The Tweed Valley Flood Study, commissioned in 2002 has now been completed. The study uses two dimensional modelling to predict peak flood levels and velocities for 5 year, 20 year, 100 year, 500year and PMF design floods in the Tweed Valley downstream of Byangum Bridge and Bray Park. It also contains flood level long sections for these above events, comparison of peak flood levels predicted by this model with previous models, discussion of flood behaviour as well as calibration (with regard to historical floods) and boundary condition parameters and assumptions. The flood study has been prepared in accordance with the NSW Floodplain Development Manual. The report is tabled for Council and public information.

This is the first study to predict the Probable Maximum Flood (PMF). The PMF is the largest flood that could conceivably occur. The NSW manual advises that the PMF is not used for normal landuse planning. For residential purposes, this is usually based on a 100 year "flood planning level" (FPL) . The PMF forms the basis for certain limited planning decisions such as location above the PMF of emergency services, police, hospitals, telephone exchanges; planning for evacuation and escape routes for persons that would be trapped by a flood that exceeds the FPL.

The "Flood Study" predicts flood behaviour only. Floodplain management is addressed in the next phase of the process called the "Floodplain Risk Management Study" which is about to commence. The Tweed Valley Floodplain Risk Management Study will address flood modification (levees, mitigation etc), property modification, response (SES involved - awareness, readiness, warnings, evacuation, recovery), landuse planning and regulation in the floodplain (LEP, DCP amendments).

It is proposed to do the Risk Management Study in separable parts to enable, where possible without sacrificing the rigor of the project, priority areas and issues to be dealt with earlier in the process than would be possible with a single large study that would take a number of years to complete.

RECOMMENDATION:

That:-

- 1. The Tweed Valley Flood Study be received by Council and made available to the public.**
- 2. Workshops to demonstrate and explain the Flood Study be conducted for industry and community groups.**

3. The membership of the Floodplain Management Committee be:

Administrators	Mr Max Boyd
Staff	Director Engineering & Operations, Planning & Infrastructure Engineer
DIPNR	Nominee (currently Toong Chin)
CMA	Nominee
Community	Felicia Cecil (alternative Debra Jenkins or as nominated by the Chinderah Districts Residents Association)
	J Everingham
	Robert Quirk

4. The Tweed Valley Floodplain Risk Management Study be prepared in separable priority parts.

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

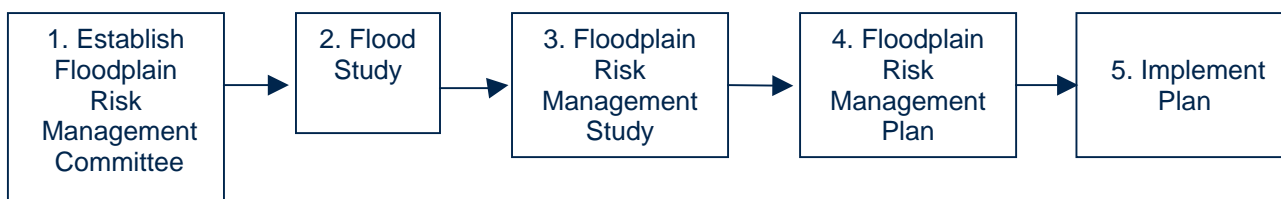
REPORT:

1. Background

1.1 NSW Floodplain Management System

The NSW Government’s adopted floodplain management system is contained in the 2005 “Floodplain Development Manual”.

The floodplain management planning process can 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

1.2 Floodplain Management in Tweed Shire

Council over the years has commissioned many flood studies for the Tweed River and Coastal creeks (Cudgen, Cudgera and Mooball), based on one dimensional modelling. There is a Murwillumbah Floodplain Management Plan and a plan for Chinderah. Planning Controls are mostly contained in *DCP No.5 Development of Flood Liable Land* , adopted in 1986.

2. Tweed Valley Flood Study

2.1 Flood Study Completed

In 2002 WBM were commissioned to prepare a new flood study for all the Tweed Valley below Byangum Bridge and Boat Harbour based on a contemporary 2 dimensional modelling technique (TUFLOW software). This study includes the urban areas of Murwillumbah, Tumbulgum, Chinderah, Kingscliff, Fingal Head, Banora Point, South Tweed, West Tweed, Tweed Heads, Bilambil and Cobaki Lakes. It is the first study in Tweed Shire to model the Probable Maximum Flood (PMF). The flood study is now completed.

The flood study has produced a formal written report which is tabled and an electronic package that includes the model, animations of design flood events and Mapinfo software interpretive tools for design floods and the underlying data terrain model (DTM).

2.2 Findings of the Flood Study

The TURFLOW 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).”

2.3 Receipt and Exhibition of the Flood Study

The Flood Study will be the major predictive tool used for Tweed Valley flood plain management in coming years.

It is proposed that Council formally receive the Tweed Valley Flood Study and make the flood study accessible to the public by:-

- Sale of the formal report in cd format
- Posting the formal report in pdf format on Council's website

- Conducting exhibitions and workshops for community and industry groups which include demonstrations of animations and the electronic output of the model.

3. Tweed Valley Floodplain Risk Management Study

The next phase of the Tweed Valley floodplain management project is the “Floodplain Risk Management Study”. The Floodplain Development Manual advises this study to address:-

- Hazard analysis.
- Identify and analyse management options including:-
 - flood modification (mitigation),
 - property modification,
 - planning controls,
 - flood planning levels,
 - readiness/ response/recovery (SES), emergency response.
- Cumulative impacts, larger floods (up to PMF) and climate change.
- identify and analyse management options
- Recommend preferred options

The Tweed Valley Floodplain Risk Management Study is estimated to cost \$210,000, a government grant has been announced and provision has been made for the study in Council’s budget.

The Risk Management Study is usually done as one large study, prepared by outside consultants. The studies often take several years to complete (in some cases up to 7 years) and adoption of the recommended options (the Floodplain Management Plan) is generally required prior to implementation (amendments to planning instruments, flood mitigation programmes etc).

Appendix C9 of the manual provides some guidance on controlling development during the Management planning process. C9 does not go much beyond advising on setting levels for small scale and infill type development and advising larger development proposals be required to submit appropriate flood impact studies which deal with impacts on flood behaviour, emergency management and a requirement that such proposals have no significant (cumulative) flood impacts on other properties.

As advised to Council’s workshop 8 December 2004, it is proposed to minimise the time for adoption of a Floodplain Management Plan and subsequent implementation (especially for development control and strategic planning/rezoning) by splitting the Floodplain Risk Management Study into separable parts. By this means priority landuse issues and floodplain management of localities where an outcome is achievable can be targeted for early resolution, whilst less urgent issues and localities or matters that are interdependent can be left for later attention.

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.

4. The Probable Maximum Flood (PMF)

4.1 What is the PMF ?

The NSW manual defines the PMF as:-

probable maximum flood

the PMF is the largest flood that could conceivably occur at a particular location, usually estimated from probable maximum precipitation, and where applicable, snow melt, coupled with the worst flood producing catchment conditions. Generally, it is not physically or economically possible to provide complete protection against this event. The PMF defines the extent of flood prone land, that is, the floodplain. The extent, nature and potential consequences of flooding associated with a range of events rarer than the flood used for designing mitigation works and controlling development, up to and including the PMF event should be addressed in a floodplain risk management study.

4.2 What are Flood Planning Levels?

The manual advises:

“K3.1 FPLs for Development Control

Future flood risk can be managed strategically through a combination of:

- *appropriate zonings and controls to ensure that development is restricted to areas where it will not significantly impact on flood behaviour in the flood event used to derive the FPL, and that development type, scale and controls result in manageable continuing risk*
- *adopting FPLs for new development (minimum fill and floor levels) to reduce the likelihood of properties and buildings flooding and associated damages to an acceptable level; and*
- *effective management of personal safety in rare events (discussed in Section G6.4).*

Therefore development controls, including FPLs for future development, aim to reduce the likelihood that properties and buildings flood and reduce the exposure of people to dangerous flood situations.

As it is generally not feasible nor socially, environmentally nor economically desirable to safeguard development against the PMF, a continuing risk from rare flood remains. The selection of a flood event upon which a FPL is based is therefore essentially a matter of balancing:

- *the social, economic, environmental and cultural costs of restricting land use in flood prone areas; against*
- *the social, economic, environmental and cultural benefits of a reduction in the frequency, inconvenience, damage and danger to people caused by flooding.*

The relevance of these issues varies with location in the floodplain and between different types of development. What may be appropriate for one land use may be inappropriate for another land use, or for the same land use elsewhere with a different flood risk exposure. The latter should be addressed by appropriate land use restrictions.

In general, the FPL (minimum floor level) for standard residential development would be the 1% AEP flood event plus a freeboard (typically 0.5m) with minimum fill levels at the 1% AEP flood level.

Higher FPLs may be necessary for aged care facilities and other types of developments with particular evacuation or emergency response issues (discussed in Section L6). Consideration should also be given to using the PMF as the FPL when siting and developing emergency response facilities such as police stations, hospitals, SES headquarters, and critical infrastructure, such as major telephone exchanges, if possible.

The decision on appropriate FPLs for commercial and industrial developments relates more to economic benefits versus costs as discussed in Section K4.4. Therefore, there is greater potential for FPLs for these developments to be based on event more common than the 1% AEP flood.

However, danger to personal safety for personnel, clients, etc still requires careful consideration, particularly where more frequent events are used as the basis for FPLs.”

4.3 Council Resolution 20 July 2005

Council resolved 20 July 2005:

- “1. *In view of the impending completion of the Tweed Valley Flood modelling project which will identify the maximum probable flood levels throughout the Tweed Floodplain, the information it contains be placed on public exhibition and;*
2. *In recognition of this latest information on extreme flood events that Council staff bring forward a report which would indicate what impact there would be if Council was to prohibit the zoning of any land proposed to be used for urban or other permanent habitable purposes such as caravan parks on any land below the level of a maximum probable flood.”*

It is unlikely that the Minister for Planning would approve a Council rezoning proposal to prohibit “urban or other permanent habitable purposes” on land below the PMF unless this was a recommended outcome of a Floodplain Risk Management Study and subsequently adopted Floodplain Risk Management Plan.

The Tweed Valley Floodplain Risk Management Study that will soon commence, must be prepared in accordance with the NSW Floodplain Development Manual. The manual is clear that the PMF is not to be used as a flood planning level except in a limited number of cases ie. “*emergency response facilities such as police stations, hospitals, SES headquarters, and critical infrastructure, such as major telephone exchanges*”. A blanket prohibition on “urban or other permanent habitable purposes” as suggested in Council’s resolution of 20 July 2005 is not a likely outcome of the study.

Whilst the PMF is not an applicable FPL for residential development, it is a critical factor for the possible future evacuation of residents that have floor levels above the FPL but below the PMF. Such residents may be cut off from evacuation by roads if they remain in dwellings when flood levels approach the FPL. If the flood level keeps rising they may be trapped with life threatening consequences. This is called the “low island” effect and it currently exists in filled floodplain subdivisions such as West Banora Point. It also applies to elevated dwellings on the floodplain as commonly exist in parts of the Lower Tweed, Chinderah, Tumbulgum, South Murwillumbah as well as most rural dwellings and caravan parks on the flood plain.

In future filled subdivisions (such as the 2c zoned areas of West Kingscliff) whilst the FPL for residences is likely to remain at the 100 year flood level, Floodplain Risk Management Studies will look at the need for higher level roads for evacuation in floods higher than the FPL to address the “low island” effect.

It is unlikely to be practical to retrofit existing “low island” localities in Tweed Shire with high level road evacuation routes. The consequences of future floods higher than the FPL in these areas will be addressed by the flood response section of the “Floodplain Risk Management Study” and the SES “Flood Plan”.

5. Floodplain Management Committee

Council adopted a schedule of committee representation at the meeting held 6 July 2005.

For the Floodplain management committee the following was adopted.

Committee	Administrator /Representatives	Alt	Contact	Staff	Others	Frequency	Place	Duration	Comment
Flood-plain Management Committee	Mr Max Boyd DEO M/Water		D Oxenham	P Knight	Reps of DIPNR, Planning NSW, SES & Community reps as appropriate (P Reynolds, J Everingham, T Flood, Felicia Cecil and B Sheehan (SES)	as required	Council		

The committee structure requires amendment to reflect current responsibilities within State Government departments and Council's Engineering & Operations Division and expressions of interest from the community.

The Committee has not met since the 2004 Council elections.

Nominations for community representatives were called for after the 2004 Council elections. Two written nominations were received from

Felicia Cecil with alternative Debra Jenkins - Chinderah Districts Residents Association and Mr M J Everingham, Charles Street, Murwillumbah.

Mr Robert Quirk who has acted in numerous capacities as a representative of the cane and agriculture industries has expressed an interest in being a member of the committee.

Appropriate State department bodies for representation on the committee are:-

- Department of Infrastructure Planning & Natural Resources (DIPNR)
- State Emergency Services (SES) and
- Catchment Management Authority (CMA)

The responsibility for flood plain management in Council was transferred from the Water Unit to the Planning & Infrastructure Unit in December 2004.

The following Tweed Shire Council Floodplain Management Committee structure is proposed:

Representative Body	Current Nominee
Administrators	Mr Max Boyd
Staff	DEO, Planning & Infrastructure Engineer
CMA	Nominee
DIPNR	Toong Chin
SES	Nominee
Community Representatives	Mr J Everingham
	Ms Felicia Cecil (Alt Debra Jenkins)
	Mr Robert Quirk

The contact person for the committee would be the Planning and Infrastructure Engineer Patrick Knight.

The committee is an advisory body and would meet as required to:

- Identify desired objectives, strategies and outcomes from the floodplain management process
- Oversee conduct and progress of flood and floodplain management studies
- identify management options for floodplain risk management studies
- consider and recommend to Council, development controls for use prior to finalisation of floodplain management plans
- recommend preferred options for floodplain management plans
- identify implementation strategies
- monitor and assess effectiveness of floodplain management plans during and after implementation
- provide a link between the community, other government authorities and Council.

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

Floodplain Risk Management Study provided for in Council's budget.

POLICY IMPLICATIONS:

Floodplain Management policy and development control impacted.

UNDER SEPARATE COVER/FURTHER INFORMATION:

1. Copy of Tweed Valley Study will be tabled at the meeting.
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REPORTS FROM DIRECTOR ENVIRONMENT & COMMUNITY SERVICES

11 [EC] Request for "In Kind" Support/Waive Fee

ORIGIN:

Environment & Health Services

SUMMARY OF REPORT:

Council has received a request from the Rotary Club of Mt Warning AM (Murwillumbah) Inc asking that Council waives the fees for hire of the Murwillumbah Civic Centre Auditorium, crockery and cutlery for the Banana Festival Ball. Details of the requests are reproduced in the body of this report. The Ball occurred on 20 August 2005, however, the request was not received in time for the previous business paper.

As Council has traditionally supported this event it is recommended retrospective approval be granted.

RECOMMENDATION:

That Council approves the request to allow the Rotary Club of Mt Warning AM Inc. for use of the Murwillumbah Civic Centre Auditorium, crockery and cutlery at no cost as part of the support for the Tweed Banana and Harvest Festival.

REPORT:

Council has received a request from the Rotary Club of Mt Warning AM (Murwillumbah) Inc asking that Council waives the fees for hire of the Murwillumbah Civic Centre Auditorium, crockery and cutlery for the Banana Festival Ball.

Under Council's Fees and Charges the following fees apply:

Setup the auditorium for the Ball is 4 hours @ \$14.60 =	\$ 58.40
1 Day/Night hire of auditorium =	\$628.00
Cutlery/Crockery for 200 persons @ \$1.50pp =	\$300.00
Total	\$986.40

This use has traditionally been granted by Council as part of its support for the Banana Festival.

The formal request was received after the closing date for Council's previous business paper and as the ball has already been held retrospective approval is now recommended.

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 the Rotary Club of Mt Warning AM (Murwillumbah) Inc (DW 1242989
-

12 [EC] Proposed Community Options Service Agreement with Commonwealth Department of Health and Ageing - Community Aged Care Packages and "Aged Care Provider" status

ORIGIN:

Environment & Health

SUMMARY OF REPORT:

Tweed Community Options is seeking Approval Provider Status in Aged Care with the Commonwealth Department of Health and Ageing. Council is also seeking approval for contracting a small number of Community Aged Care Packages for the Tweed Shire.

Due to evidence of increasing difficulty for some residents to afford the fees for a package, Community Options request Council's approval, to apply for Approval Provider Status and also to accept between 5 and 12 packages, should we be successful with our tender for the packages.

RECOMMENDATION:

That:-

- 1. Council endorses the submission of a tender for Community Aged Care Packages and this Application for Approval Provider Status.**
- 2. All necessary documentation be executed under the Common Seal of Council.**

REPORT:

Recently the Commonwealth advertised for submissions from organisations interested in obtaining packages in the 2005 Aged Care Approvals round (where 70 packages will be allocated to the NSW Northern Region, which will include Tweed Shire).

Frail aged residents are assessed for a package of care to enable them to remain living at home. The Aged Care Assessment Team under legislated guidelines undertakes the assessment of people seeking a care package. ACAT do not actually provide the daily/weekly care.

The work of providing the care is allocated to one of the approved providers in the Tweed Shire. Currently there are three providers for Tweed Shire. Two providers are Queensland based organisations and one is NSW based. There is evidence from our work at Tweed Community Options that excellent services are provided by these organisations. However, an emerging issue is that many people cannot afford the fees for Community Aged Care Packages (CACPs) and are refusing the package. Also, many wish to remain with Tweed Community Options rather than move onto a new service, once their care requirements increase.

The Commonwealth (at 17% of the pension) sets the fees.

With an increasing number of people living alone (often with little or no close family for support; paying rent; and the ongoing cost of medications due to their complex care and health needs), it is of concern that these people are declining the package of care. This then often places the frail aged person (and others) at risk of injury.

Up to 40 people at any one time are clients of Tweed Community Options while they are waiting for CACPs to be allocated. The wait for Tweed Shire is approximately 6 to 8 months. Currently the highest demand for a package is in the Banora Point area (where one in three residents are aged over 65 years). In comparison, the wait for CACPs in Coolangatta is approximately 4 weeks. Hence many clients of Tweed Community Options are well known by our Team. Continuation of their care needs is desirable, as they progress from Community Options, support to that of Community Aged Care package. To be successful in obtaining the Packages, Tweed Community Options must also obtain Approval as an Aged Care Provider.

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

Nil.

POLICY IMPLICATIONS:

Nil.

UNDER SEPARATE COVER/FURTHER INFORMATION:

1. Copy of application to the Commonwealth for their 2005 Aged Care Approvals Round (DW 1258174).
 2. Copy of the document yet to be completed for approval as an Aged Care Provider (DW 1258173).
 3. Letter from the Australian Government Department of Housing regarding application to the 2005 Aged Care Approvals Round (DW 1258172).
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13 [EC] Proposed Adoption of Local Policy to Allow Staff Determination of Requests to Reduce Hire Fees for Council Controlled Auditoriums, Meeting Rooms and Halls

ORIGIN:

Environment & Health Services

SUMMARY OF REPORT:

Council has previously "endorsed" guidelines for decisions to discount hiring fees for Tweed Heads and Murwillumbah Civic Centres, Meeting Rooms and other Council controlled Halls. These have of recent times been the basis of recommendations to Council in dealing with requests for subsidised use of Councils halls and meeting rooms.

It is recommended that Council formalise these guidelines into a local policy, so that decision making can be delegated to the General Manager.

RECOMMENDATION:

That Council places the following policy on exhibition for a period of twenty-eight (28) days for comment.

POLICY FOR DETERMINING APPLICATIONS FOR APPROVALS FOR REDUCTION IN HIRE FEE OF COUNCIL CONTROLLED AUDITORIUM, MEETING ROOMS AND HALLS

1. Objective

To assist local charities and other not for profit organisations in their community support activities.

2. Application

No person or organisation shall be exempt from compliance with this policy.

3. Criteria

Council will consider granting fee reductions in accordance with the following criteria:

- NO FEE:** Where use is open to the general public with no entry fee/donation/stall holders fee and sales for the purposes of conveying information of a matter of public interest. Does not apply to party political matters or public meetings called other than by Council. Meeting/event arranged by Council staff for Council purpose.
- 50% REDUCTION:** Where a Tweed Shire Club/Interest Group/Charity uses a facility for a group meeting/gathering.
- NO FEE:** For a new local festival/theatre company for a small number of initial events to assist "startup".
- TICKET DEAL:** To be available for productions as an alternative to full fees subject to negotiation.
- REHEARSALS:** Minimum fee of \$10.00 which does not secure the facility from a full fee paying booking.

REPORT:

Council has previously endorsed informal guidelines for making decisions on whether to approve or refuse requests for reduction of the hiring fees for the use of Tweed Heads and Murwillumbah Civic Centre auditoriums, meeting rooms and other Council controlled halls.

These guidelines are reproduced below:

NO FEE:	Where use is open to the general public with no entry fee/donation/stall holders fee and sales for the purposes of conveying information of a matter of public interest. Does not apply to party political matters or public meetings called other than by Council.
50% REDUCTION:	Where a Tweed Shire Club/Interest Group/Charity uses a facility for a group meeting/gathering.
NO FEE:	For a new local festival/theatre company for a small number of initial events to assist "startup".
TICKET DEAL:	To be available for productions as an alternative to full fees subject to negotiation.
REHEARSALS:	Minimum fee of \$10.00 which does not secure the facility from a full fee paying booking.

The only change suggested to these guidelines is to include in the NO FEE the use of these facilities where such is required for a meeting/event organised by Council staff for a council purpose.

As these are only guidelines every request for a hire fee reduction requires a report to Council for approval.

Therefore, it is recommended that Council formalise these guidelines into a local policy, so that decision making can be delegated to the General Manager.

To achieve this, Council must comply with the procedure in accordance with the Local Government Act Section 158 which states that a local approvals policy is to consist of three (3) parts.

The first part of the policy is to specify any circumstances in which a person would be exempt from the necessity to obtain a particular approval. As the policy deals with the hiring of Council public facilities it is considered that no exception should be permitted.

The second part of the policy is to specify the criteria which the Council must take into consideration in determining whether to give a refusal or approval. In this regard it is considered that the guidelines as set out above are adopted as the policy criteria.

The third part is to specify other related matters and at this time there are no other matters.

Should Council decide to proceed with the proposed policy then it will need to give public notice of the draft policy for no less than 28 days, allow 42 days for submissions and then consider any submission before final determination of the policy.

It is therefore recommended that the policy as set out below be publicly exhibited calling for submissions as per the requirements of Part 160 of the Local Government Act 1993.

POLICY FOR DETERMINING APPLICATIONS FOR APPROVALS FOR REDUCTION IN HIRE FEE OF COUNCIL CONTROLLED AUDITORIUM, MEETING ROOMS AND HALLS.

1. Objective

To assist local charities and other not for profit organisations in their community support activities.

2. Application

No person or organisation shall be exempt from compliance with this policy.

3. Criteria

Council will consider granting fee reductions in accordance with the following criteria:

NO FEE:	Where use is open to the general public with no entry fee/donation/stall holders fee and sales for the purposes of conveying information of a matter of public interest. Does not apply to party political matters or public meetings called other than by Council.
50% REDUCTION:	Where a Tweed Shire Club/Interest Group/Charity uses a facility for a group meeting/gathering.
NO FEE:	For a new local festival/theatre company for a small number of initial events to assist "startup".
TICKET DEAL:	To be available for productions as an alternative to full fees subject to negotiation.
REHEARSALS:	Minimum fee of \$10.00 which does not secure the facility from a full fee paying booking.

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

Loss of income to Council.

In 2005 budget year \$14,790.25 was lost to Council through decisions to reduce fees.

POLICY IMPLICATIONS:

Updated Policy

UNDER SEPARATE COVER/FURTHER INFORMATION:

Nil.

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14 [EC] Compliance Inspections - Structures in Caravan Parks

ORIGIN:

Environment & Health Services

SUMMARY OF REPORT:

Council has been receiving requests from owners of structures in caravan parks to carry out inspections and provide advice as to whether the structures comply with the Regulations. These inspections are time consuming and involve multiple site inspections, photographs, internal memos and possibly reports to Council.

A previous report to Council proposed that Council adopt a fee of \$210 for the caravan park inspections. Council resolved that the fee of \$210 be advertised for 28 days in accordance with the Local Government Act. That advertisement process expired on 12 August, and no written submissions were received.

RECOMMENDATION:

That Council adopts a fee of \$210 for inspections and assessment of existing structures in caravan parks to determine whether the structures comply with the Regulations.

REPORT:

Council has been receiving requests from owners of structures in caravan parks to carry out inspections, at the time of sale of the structures, and provide advice as to whether the structures comply with the Regulations. As the price of property has increased, prospective purchasers have requested Council inspection of structures to ensure that they comply. These inspections are time consuming and involve multiple site inspections, photographs, historical review, internal memos and possibly reports to Council.

The inspections and process are not dissimilar to that undertaken to determine whether a Building Certificate will be issued for residential dwellings. The fee for that service is \$210.

A previous report to Council proposed that Council adopt a fee of \$210 for the caravan park inspections. Council resolved that the fee of \$210 be advertised for 28 days in accordance with the Local Government Act. That process expired on 12 August, and no written objections were received. A number of verbal enquiries about the fee were received, particularly from caravan park owners.

If the fee were adopted it is likely to discourage frivolous requests for the service and prevent unnecessary inspections by officers. The fee would also assist Council to recover costs for the service.

It is recommended that Council adopt the proposed fee of \$210.

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

Collection of additional fee for service.

POLICY IMPLICATIONS:

Nil.

UNDER SEPARATE COVER/FURTHER INFORMATION:

Nil.

15 [EC] Banora Point Multi-Purpose Community Centre Management Committee - Outstanding Resolution

ORIGIN:

Environment & Health Services

SUMMARY OF REPORT:

The above Committee has a number of outstanding resolutions that require Council decision.

RECOMMENDATION:

That in relation to the Banora Point Multi-Purpose Community Centre:

- 1. No action be taken to further develop the kitchen unless ongoing use of the Centre creates a demand for such a kitchen and an additional budget is identified.**
- 2. No restriction be placed upon the use of the hall on Sundays between 8am and 12 noon as there is no such restriction on the development consent and this be reviewed in 12 months.**
- 3. The Centre be available for regular bookings**
- 4. Suitable instruction be prepared for users of the kitchen.**
- 5. Council notes that the architect has been requested to provide a design for additional railing where considered necessary.**
- 6. Council adopts the following names for the meeting rooms:**
 - a. Larger Meeting Room Coolamon Room**
 - b. Medium Meeting Rooms Lilly Pilly and Rosewood Rooms**
 - c. Small Meeting Rooms Lomandra, Melaleuca, Booyong, Myrtle Rooms**

REPORT:

Council is advised that it has established a Banora Point Multi-Purpose Community Centre Committee to be involved in the establishment and provision of management advice concerning the Centre.

The Committee has met a number of times and the following issues from the Committee need to be determined by Council:-

- 1. The Committee resolved that the kitchen is inadequate in its present state and recommends that Council creates extra budget to rectify the situation.**

Comment:

The kitchen was never designed to be a large scale commercial type kitchen because the Centre use was not designed to require such a commercial kitchen and the budget provided was insufficient to construct such a kitchen.

Recommendation:

No action be taken unless ongoing use of the Centre creates a demand for such a kitchen.

- 2. The Committee resolved that use of the Centre on Sunday for groups larger than 30 persons between the hours of 8.00am and 12 noon goes against the current Management Plan and understanding with stakeholders of the precinct. To be reviewed after 12 months.**

Comment:

The issue appears to be car parking space if the Centre was used by a church group at the same time on Sunday morning when the adjoining Salvation Army Premises had similar use. This is considered to be an unreasonable imposition on the Community Centre and there are no such restrictions in the development consent.

Recommendation:

No restriction be placed upon the use of the hall on Sundays between 8am and 12 noon as there is no such restriction on the development consent and this be reviewed in 12 months.

- 3. The Committee resolved that due to restriction on use of the Centre, no permanent weekly bookings be taken.**

Comment:

There appears to be no reason why regular bookings should not be taken on a first in basis provided the room/office is available to others to use outside the agreed regular use. This could have an adverse effect on the use of the Centre. There will need to be monitoring to ensure commercial activities do not prevent community usage.

Recommendation:

The Centre be available for regular bookings

4. **The Committee resolved that Council requests an Occupational Health and Safety (OH&S) report or similar regarding the kitchen area and power outlets on the floor in the same areas. This report to be done in communications with the Committee.**

Comment:

The building has only recently been completed and was designed and approved to comply with the Building Code of Australia and relevant Australian Standards. Issues of safe use of the kitchen should be addressed by direct instruction to the person responsible for its hire/use.

Recommendation:

That suitable instruction be prepared for users of the kitchen.

5. **The Committee Resolved that Council installs safety railing additional to what has been installed under the Building Code of Australia, that are conducive with the design of the building for both the front and rear walkway bridges to the Centre Entry.**

Comment:

The safety rail has been inspected and the architect is to provide a design for additional railing where considered necessary.

Recommendation:

That Council (see recommendation)

6. **The Committee resolved that in response to a Community Survey and feedback, that the following names be adopted:**

- | | |
|---------------------------------|---|
| 1. Large Meeting Room | Coolamon Room |
| 2. Medium Meeting Rooms | Eugenia and Dianella Rooms |
| 3. Smaller Meeting Rooms | Lomandra, Melaleuca, Booyong, Myrtle Rooms |

Extra names favoured were Alpinia, Lilly Pilly, Oleosum, Rosewood, Lace Bark

Comment:

It is considered that the names for the large and small meeting rooms should be adopted, however, the more common Lilly Pilly and Rosewood should be used for the medium meetings rooms.

Recommendation:

That Council adopts the following names for the meeting rooms:

- | | |
|-------------------------|--|
| 1. Larger Meeting Room | Coolamon Room |
| 2. Medium Meeting Rooms | Lilly Pilly and Rosewood Rooms |
| 3. Small Meeting Rooms | Lomandra, Melaleuca, Booyong, Myrtle Rooms |

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

Nil.

POLICY IMPLICATIONS:

Nil.

UNDER SEPARATE COVER/FURTHER INFORMATION:

Nil.

16 [EC] Adoption of the Constitution for the Tweed River Regional Museum Advisory Committee

ORIGIN:

Environment & Health Services

SUMMARY OF REPORT:

This report recommends the establishment of the Tweed River Regional Museum Advisory Committee as a Section 355 Committee of Council.

RECOMMENDATION:

That:-

- 1. Council authorises the establishment of the Tweed River Regional Museum Advisory Committee and adopts the Constitution attached to the Business Paper.**
- 2. The Committee membership is to be appointed following each local government election for the term of that Council.**
- 3. The Committee comprises the following voting members: Two representatives of the three Historical Societies (6), One Administrator or Councillor and four citizens appointed for the term of the Committee.**
- 4. The Committee comprises the following non-voting members: Manager Environment & Health (Geoff Edwards), Museum & Gallery Coordinator (Gary Corbett) and Senior Museum Curator (Sally Watterson)**
- 5. Council advertises for expressions of Interest for the four citizens to be appointed to the Committee for the duration of the term and that the Director Environment & Community Services reports to Council with recommendations for Council's consideration.**
- 6. The Council nominates an Administrator as a member of the Advisory Committee.**

REPORT:

The Tweed River Regional Museum ("the Museum") came into effect by Tweed Shire Council's adoption of the Tweed River Regional Museum Strategic Plan 2004 on 2 June 2004, and upon the signing of the Memorandum of Understanding on 20 September 2004. This provides for the amalgamation of the artefact, photographic and historical collections of the Tweed Heads Historical Society Inc., the Murwillumbah Historical Society Inc., and the Uki and South Arm Historical Society Inc. ("the Three Historical Societies"). The collections of the three Historical Societies were transferred to the Tweed River Regional Museum with the signing of the Memorandum of Understanding. The Memorandum of Understanding also outlined the need for the establishment of a Section 355 Committee of Council.

The Strategic Plan recommended the appointment of Two Councillors to the Tweed River Regional Advisory Committee. This is no longer relevant. This report recommends that one Administrator be nominated as Council's representative on the Advisory Committee. This change is reflected in the redrafting of the Committee's Constitution.

The Committee will be appointed under section 355 of the Local Government Act to advise Council on all matters relating to the development, management, care, control, funding, policies and possible and future developments and management of the Tweed River Regional Museum including:

- Formal approval of acquisitions and de-accessioning from the collection, on the recommendation of the Senior Museum Curator
- To review and revise, in consultation with the Senior Museum Curator, the Museum's Strategic Plan and all policies that are the basis of the Museum's programs and operations
- Advising Tweed Shire Council on future developments of the Museum
- To promote community awareness of the value and work of the Regional Museum and to assist with fund-raising and advocacy.

The Advisory Committee shall encourage the enjoyment, appreciation and education and use of the Collection and on Heritage matters in the Tweed Shire through advice to the Tweed Shire Council and in accordance with the International Council of Museum's Code of Ethics.

It is recommended that membership of the Advisory Committee consist of a maximum of eleven citizens being comprised of as follows:

- Two representatives and an alternative representative appointed annually by each of the Management Committees of the three Historical Societies
- Administrator or Councillor appointed by Council annually
- Four citizens appointed for the term of the Committee who can support the development of the Museum.

The selection of Community members will be determined from the following criteria:

- A demonstrated knowledge and understanding of Museum issues
- A demonstrated level of expertise or skills that will benefit the Museum
- Being a resident of the Tweed Shire

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

Nil.

POLICY IMPLICATIONS:

Nil.

UNDER SEPARATE COVER/FURTHER INFORMATION:

1. Tweed River Regional Museum Constitution (Draft)
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17 [EC] Entomological Control Report for Period June to August 2005 and Annual Summary

ORIGIN:

Environment & Health

SUMMARY OF REPORT:

The following report outlines nuisance insect and vermin control carried out for the period June to August 2005. The report also provides an Annual Summary.

RECOMMENDATION:

That this report be received and noted.

REPORT:

BITING MIDGE

Seasonal activity

There were only 3 biting midge related enquiries over the report period.

Biting midge larval sampling carried out prior to the beginning of canal spraying in July indicated moderate numbers of the nuisance biting midge species *Culicoides molestus* present in the major canals.

Control

Treatment of Tweed canal estate beaches to control biting midge larval stages was begun late July and should be completed by mid September. Assessment of spray efficacy at 24 hrs post-treatment indicated an 89% reduction in midge larvae in the treated areas. When completed, these treatments should substantially reduce the mass spring emergence of biting midges from canal beaches.

MOSQUITOES

Seasonal activity

Despite the record 30 June 05 coastal rainfall event, mosquito breeding remained low over the report period. Long-term mosquito monitoring throughout the Shire has shown previous major rain events during winter, particularly following extended dry periods, have caused extensive hatches of saltmarsh mosquitoes from coastal wetlands. The difference with the June 05 event appears to have been the pattern and intensity of the late June rainfall. Moderate rain fell on 27, 28 and 29 June hatching dormant saltmarsh mosquito eggs in coastal wetlands. The phenomenal coastal rainfall on the morning of 30 June (exceeding 100mm / hour over several hours in some places) caused rapid water rises and flooding over coastal wetlands; it appears that this flooding flushed away most of the mosquito larvae that had hatched in wetlands over the previous few days. Post-flooding mosquito larval surveys, carried out in usual chronic mosquito breeding wetlands at Terranora and Bilambil found very few larvae. Small numbers of saltmarsh mosquito larvae were found in lowlands at Tumbulgum, Chinderah, Tweed Heads West and Cobaki several days after the flood. Had the flood event on 30 June not been preceded by the previous few days rain that initiated hatches of dormant mosquito eggs, it would have been likely that large numbers of mosquito larvae would have hatched in wetlands as the floodwaters receded and control would have been necessary.

Carbon dioxide baited traps recorded close to average numbers of mosquitoes over the report period. The salt to brackish-water breeding *Culex sitiens* was the most commonly trapped mosquito followed by the saltmarsh mosquito *Ochlerotatus vigilax* and the container fresh water breeding *Oc. notoscriptus*.

Control

No ground based or aerial mosquito larvicide control was necessary over the report period.

Mosquito born arbovirus

There were 2 notified Ross River virus cases in the shire over the period June – Aug 05 and 1 Barmah Forest virus case. **Total arbovirus = 3.9 cases per 100,000 pop.**

MISCELLANEOUS PESTS

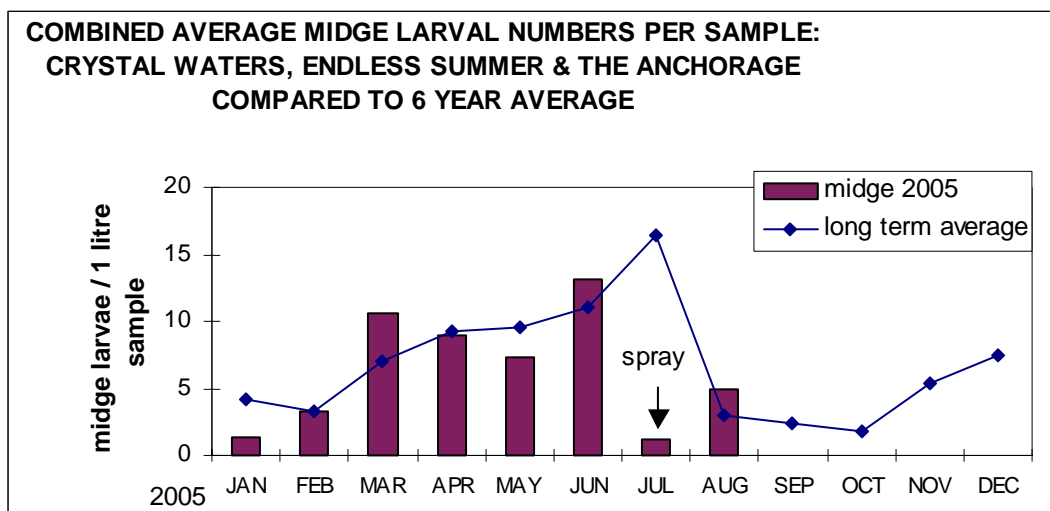
Rats were a problem in many coastal areas following the June deluge. Rodent baiting was carried out around Tweed River rock walls, rodent infested Council reserves and Hastings Point Sewer Treatment Works where rodents caused considerable damage to electrical wiring and PVC pipe. There were 41 miscellaneous requests for information and services over the report period. The most common enquiries related to funnel ants, rodents, pandanus planthoppers and termites.

ANNUAL SUMMARY OF INSECT CONTROL

Biting midge

Seasonal abundance

Biting midge complaints from residents were below average most months of the year. Midge larval numbers monitored in canals were close to average during most of the year (see graph below).



Control

Biting midge larvicide treatment was begun in midge-infested canals during July. Post-spray testing confirmed good control at most sprayed sites.

Spraying of Tweed canals is usually carried out biannually, once in late winter to reduce the impact of the usual spring midge emergence and again in December / January to reduce the late summer midge population. However, the summer treatment was postponed last season as monitoring at that time showed well below average biting midge larval numbers breeding in the sand substrate of canal beaches. It is possible that last season's extremely dry summer reduced biting midge adult survival and fecundity.

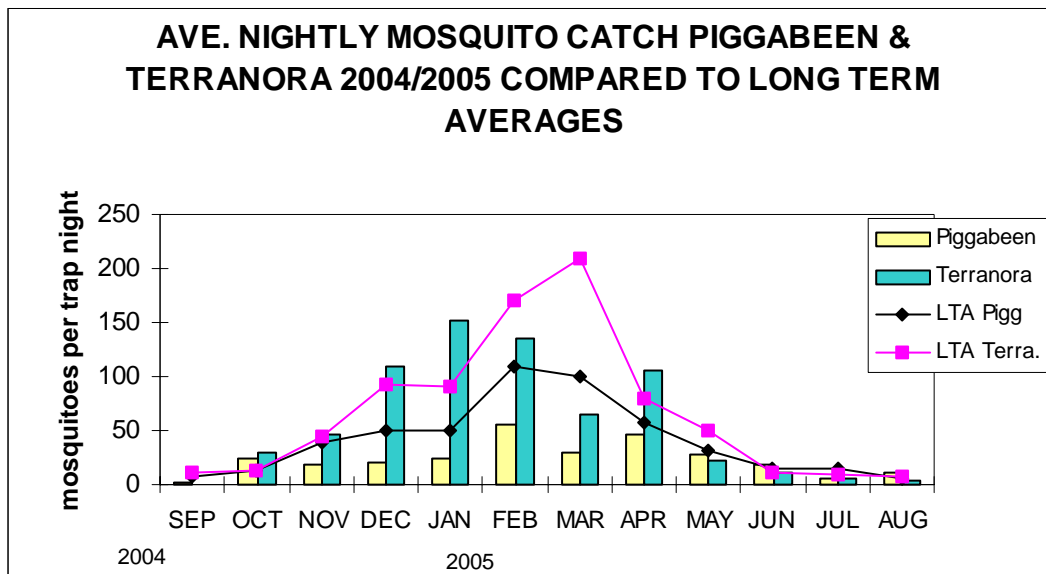
Extensive data on local non-target testing has been forwarded on to Federal regulating authorities as requirement for renewal of pesticide permits to control canal-breeding midges.

Mosquitoes

Seasonal abundance

Due to the lack of summer rain and generally lower than predicted tides, the 2004/2005 mosquito-season was generally quiet. Exceptions were early summer when coastal areas around Fingal Head, Chinderah and Tweed Heads South experienced mosquito nuisance triggered by heavy coastal rain and in April when areas around Terranora and Bilambil Heights were affected by saltmarsh mosquitoes hatched by a much higher than predicted series of tides leading into the Easter break. These large tides were pushed up by an intense low-pressure system close to the coast. Following the big Easter tides, mosquito plagues moved into adjacent residential areas. These mosquitoes could have been substantially quelled if strong winds had not made aerial larvicide treatment impossible.

The following graph depicts average nightly mosquito catches from carbon dioxide baited mosquito traps at West Tweed Heads and Terranora this season compared to long-term averages.



Mosquito Control

Control activity throughout the year consisted of ground based application and the use of fixed wing aircraft. Ground based applications utilised the biological larvicide Bti and the insect growth regulator methoprene, applied principally to *Ochlerotatus vigilax* and *Verrallina funerea* breeding areas. These two mosquito species cause most complaint from residents due to their large seasonal populations and aggressive biting both day and night. They are also effective arbovirus carriers. Ground based bacterial larvicide treatments and pre-treatments with sustained release methoprene insect growth regulating pellets were carried out to breeding areas at Pottsville, Kingscliff, Chinderah, Fingal Head, Banora Point, Tweed Heads South, Tweed Heads West, Terranora, Cobaki and Tumbulgum.

Five aerial applications to control saltmarsh mosquito breeding were necessary during the season (see following table)

AERIAL MOSQUITO SPRAYING -
TAPPS AVIATION

2004/05

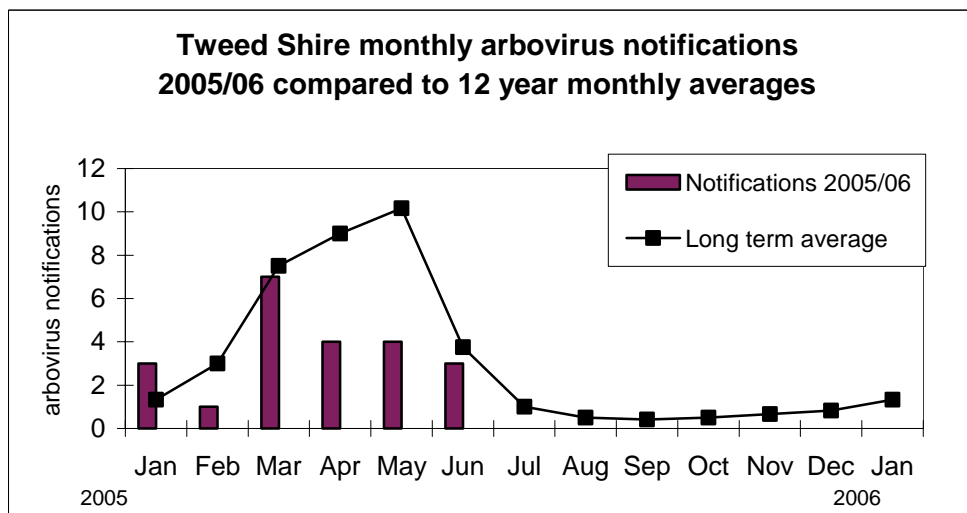
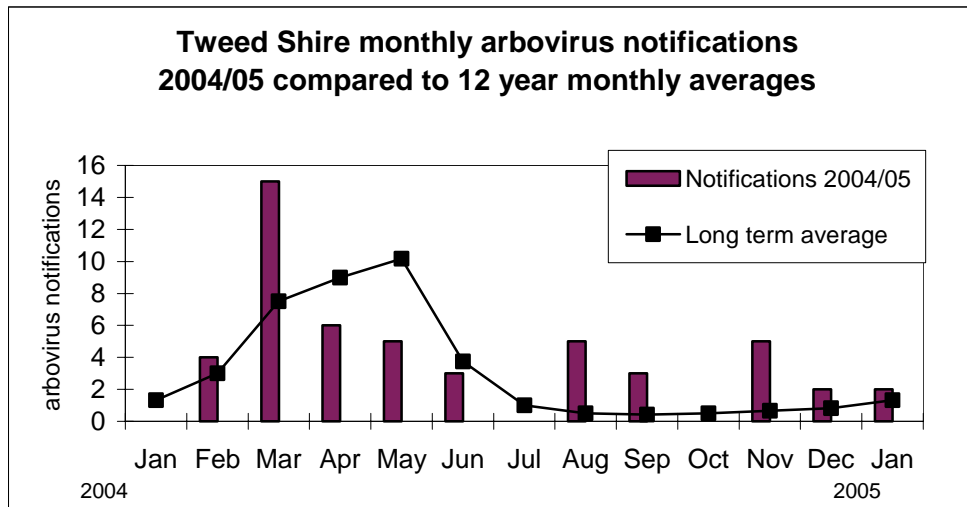
Date	Site	Time	Chemical & rate	Hectares & amt. used	Weather	Target species	Pre spray dip ave.	Post spray dip ave
22-Oct-04	Terranora	710	Abate	11ha	Fine	Oc. vigilax	30	2
			1.2kg/ha	13kg	5k N			
22-Oct-04	Bilambil	730	Abate	19ha	Fine	Oc. vigilax	34	0
			1.2kg/ha	23kg	5k N			
22-Oct-04	Cobaki	800	Abate	17ha	Fine	Oc. vigilax	15	0
			1.2kg/ha	19kg	5k N			
10-Nov-04	Terranora	800	Abate	12ha	Fine	Oc. vigilax	22	6
			0.8kg/ha	10kg	8k S	V. funerea		
10-Nov-04	Bilambil	830	Abate	19ha	Fine	Oc. vigilax	15	0
			1.2kg/ha	17kg	8k S			
11-Dec-04	Terranora	915	Abate	12ha	Fine	Oc. vigilax	22	8
			0.8kg/ha	10kg	5k NW			
11-Dec-04	Bilambil	940	Abate	22ha	Fine	Oc. vigilax	18	3
			0.8kg/ha	20kg	5k NW			
13-Jan-05	Terranora	715	Vectobac	10ha	Fine	Oc. vigilax	36	2
			1L/ha	12L	8k SE			
11-Mar-05	Terranora	715	Vectobac	10ha	Fine	Oc. vigilax	44	2
			1L/ha	12L	5k SW			

Arbovirus

Arbovirus activity began earlier than usual in the season last year and also tapered off earlier.

Total notifications for September 2004 to August 2005 = 19 RRv and 14 BFv.

The following graphs depict arbovirus notifications over the last 2 seasons compared with long-term (12 year) monthly averages.



Seasonal outlook, biting insects 2004/05

Biting midge

Major canal dredging in recent years has left beaches of most canal systems highly receptive to *Culicoides molestus* biting midge breeding. Canal sprays will need to be very effective to curb adult midge emergence this season.

Mosquitoes

Due to the infrequent rainfall there was a paucity of natural mosquito larval predators such as larvivorous fish and predaceous aquatic insects in wetlands last season. This situation is likely to continue until seasonal conditions return to more normal rainfall patterns. Careful mosquito larval monitoring will be necessary following next season's summer rains as mosquito larvae will be relatively unchecked by predators.

Following the next major rain event it will be interesting to see whether saltmarsh mosquito egg populations have been substantially reduced from coastal wetlands by the June 05 flood. Saltmarsh mosquito eggs remain dormant in the damp soil and wetland

vegetation bases for many months until suitable conditions favour hatching. If a large percentage of these eggs hatched due to the moderate rain over the 3 days leading up to the 30 June flood it is possible the deluge has flushed away a large percentage of these mosquito populations.

Pandanus dieback caused by Pandanus planthoppers

Following the finding of Pandanus planthopper (*Jamella Australiae*) insects causing Pandanus dieback in coastal areas of the Shire last year, major public information, control and eradication campaigns have been carried out by Council. These hoppers are native to North Queensland and have most likely been introduced by nurseries and the landscape industry importing transplanted trees into the Shire from planthopper infested areas in Queensland. In their native North Queensland, the hoppers are controlled by several species of small parasitic egg wasps. Without control measures, Pandanus planthoppers would cause extensive death of these iconic coastal landscape trees.

To date, Council has treated 1,232 Pandanus trees throughout the Shire by injection with the systemic insecticide imidacloprid. All known infested trees at Kingscliff, Bogangar, Cabarita, Pottsville, Tweed Heads and Salt and Casuarina estates have been treated plus extensive buffers of Pandanus trees around these areas.

An information document on local Pandanus dieback has been put together and will soon be posted on Council's Internet site. This document includes useful photographs for Pandanus planthopper identification.

More recently, these hoppers have been found in Byron and Ballina Shires prompting a broader approach to control. Council's Entomological Officer is part of a working group along with relevant State Authorities, regional Local Government and the landscape/nursery industry to develop Pandanus protection plans that include protocols on the movement of Pandanus plants and potential introduction of an egg parasitic wasp for biological control. A brochure on the pest problem has been produced by the working group and is being widely distributed.

Regular monitoring of Pandanus health within the Shire will continue to be carried out.

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

Nil.

POLICY IMPLICATIONS:

Nil.

UNDER SEPARATE COVER/FURTHER INFORMATION:

Nil.

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REPORTS FROM SUBCOMMITTEES/WORKING GROUPS

[SUB-LTC] Minutes of the Local Traffic Committee Meeting held Thursday 18 August 2005

FOR THE CONSIDERATION OF COUNCIL:

[SUB-LTC] Minutes of the Local Traffic Committee Meeting held Thursday 18 August 2005

VENUE:

Peter Border Room

TIME:

Commencing at 9.00am.

PRESENT:

Committee Members: Mike Baldwin, Roads and Traffic Authority; Brett Maheffy, NSW Police; Mr Neville Newell, MP, Member for Tweed.

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

APOLOGIES:

Mr Don Page MP, Member for Ballina.

MINUTES OF PREVIOUS MEETING:

RESOLVED that the Minutes of the Local Traffic Committee Meeting held Thursday 14 July 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 17/2/2005

11. Bay Street, Tweed Heads

R0470 Pt2; 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."

From Meeting 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.

For Council's information.

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

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.

Item from Meeting held 17/2/2005

9. Barrett Street, Tweed Heads West

R0440 Pt1; DW1156097; Traffic - Safety; Local Area Traffic Management; DW1166740;
DW1221095

Crash data indicates that vehicles turning right out of Barrett Street, Tweed Heads West are impacting with vehicles heading west along Kennedy Drive.

It is proposed by Engineering and Operations to prohibit right turns into Barrett Street from Kennedy Drive. Support for the initiative is requested from the Local Traffic Committee.

The Safety Officer is in negotiations with the land owner on the corner of Barrett Street/Kennedy Drive regarding widening of the footpath which would enable the pedestrian fence to be removed resulting in improved sight distance for drivers.

The Committee also agreed to a trial closure of the right hand turn into Barrett Street based on an analysis of crash data at the intersection.

The Committee considered this to be beneficial in that drivers turning right out of Barrett Street will not have to wait for drivers turning right into Barrett Street from Kennedy Drive. Peak low counts show in the morning peak 22 cars take this turn but 19 of these enter the Service Station. In the afternoon peak 23 cars turned right and 16 entered the Service Station. This indicates that the ban would not have a major impact on residents as the low volumes making this turn can use the highway dual roundabouts to make a U turn.

This would also apply to the service station customers.

RECOMMENDATION:

That:-

- 1. A trial closure of the right hand turn into Barrett Street from Kennedy Drive be advertised prior to implementation.*
 - 2. The trial period be for 6 months.*
-

From Meeting held 14/7/2005

"The above item is brought forward for further discussion by the Committee as a result of community consultation. Whilst the closure of the right turn bay would reduce the number of conflicting traffic movements the crash data shows the majority of crashes are occurring turning right out of Barrett Street and the impact of the closure of the right turn bay into Barrett Street is not expected to result in a significant reduction in crashes. The Road Safety Officer is meeting with the owner on the property on the south west corner to negotiate road widening which would improve visibility of vehicles travelling west for vehicles exiting Barrett Street by allowing the fence to be removed.

The Road Safety Officer suggested that Council apply for Black Spot funding for traffic lights at the location and it was agreed that given the traffic volumes on Kennedy Drive signals appear to be the most appropriate option subject to a detailed traffic analysis for signals.

RECOMMENDATION:

That:-

- 1. Council undertakes a traffic analysis of the intersection at Kennedy Drive and Barrett Street to determine if traffic signals are a suitable solution and if suitable:-*
- 2. A Federal and State "Black Spot" funding application be made to the Roads & Traffic Authority.*
- 3. The previously resolved items be deferred until the traffic analysis is completed. The previously resolved item was:-"*
 - "1. A trial closure of the right hand turn into Barrett Street from Kennedy Drive be advertised prior to implementation.*
 - 2. The trial period be for 6 months."*

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

	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.

BUSINESS ARISING:

9. Cabarita Road, Cabarita Beach
R0900 Pt1; R0360 Pt1; R4360 Pt1; DW1184098; Traffic - Speed

"Request received in relation to the provision of traffic calming for speeding vehicles on Cabarita Road. It is reported that speeding is particularly bad between Banksia Avenue and the 'Stop' signs at Poinciana Street.

The Committee noted that speed surveys are being undertaken and that reporting showing any anomalies would be given to the Police for enforcement. The Police Representative advised that this area is being reviewed.

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

For Council's information."

Item from Meeting held 19/5/05

"The Committee noted that some vehicles are speeding but the majority are not. The traffic counter has been stolen and will be replaced.

The Police Representative advised that enforcement of this area is also being undertaken. The Road Safety Officer advised that the speed trailer would be placed on Cabarita Road.

This item to be brought forward to the August 2005 meeting.

For Council's information."

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

The Road Safety Officer informed the Committee that speed surveys showed that the 85th percentile was 54kph. The average daily count of vehicles was 1,397. The data showed that 15 cars in total exceeded 70kph and 3 motorbikes exceeded 80kph. Based on the data supplied it was considered that the speeding complaint is not substantiated. A copy of the data collected will be provided to the Police for consideration and action as necessary.

For Council's information.

Item from Meeting held 14/7/05

4. Stuart Street, Tweed Heads (Twin Towns Services Development)
DW1220935; R5270 Pt1; PF3668/5 Pt4; Bus Zones; LN: 40043; Transport - Bus
Services - Stops; DW1233726

Request received from Eppell Olsen & Partners to address the Local Traffic Committee at 10:40am in relation to the Twin Towns tower development and a bus zone in Stuart Street.

Several representatives addressed the Committee from:-

*Eppell Olsen & Partners (Kris Stone and Justin Jahnke),
Baulderstone Hornibrook (Michelle Lee)
Twin Towns Clubs & Resorts (Rob Smith)
M L Design(John Irvine)*

The group above addressed the Committee at 10:50am with the following pointers:-

- In developing the new tower there has been an opportunity to handle buses on site. There may now be more bus traffic and they are looking for a better way to handle such traffic with pick up and drop off for buses.*
- Twin Towns had planned to use Navigation Lane for luggage drop off however as a result of the Ultima Development and other changes have been advised that this is not permitted. They then looked at the location near the pedestrian bridge with Twin Towns Resort and were advised that this was not preferred and that they should look into the possibility of utilising Stuart Street.*
- Advised that they have developed their Stuart Street facade for an 'active street' front in line with the task force plan which is the length of 2 buses along the footpath and provides a link from the roadway through to the building. This plan was tabled by Eppell Olsen and reported that this is the plan that has been used at meetings with the task force. Have factored in a bus set down area at this location. The proposed bus bay is between Stuart Street and Navigation Lane has been designed to comply with applicable standards.*
- A lot of people travelling to the Resort use bus and coach travel rather than driving their own vehicles.*

- *Previously understood that Navigation Lane could be used for buses to get into the car parking area of the Harbour Tower. The opening has been created and they have been advised that Navigation Lane is being closed to vehicular traffic after the Dolphin Hotel and for the Ultima Development. Twin Towns have requested access to Navigation Lane for buses, service facilities and rubbish removal etc.*
- *There is an approx 600mm difference in levels between the Resort and Navigation Lane and advice given that design and engineering requirements would be used to solve this problem by Twin Towns engineers.*
- *Requested confirmation on how Navigation Lane would work after reconstruction. The Chairman responded that Navigation Lane will be 2 way traffic flow to Dolphins Hotel to Stuart Street and then closed and used as a pedestrian mall. Therefore Navigation Lane would need to accommodate 2 way traffic flow (unobstructed). Noted that the 'bell' design of Navigation Lane was for truck turning movements not for truck/bus parking. The Chairman stressed that as long as there is not an access problem with Navigation Lane and that there are no obstructions to traffic flow then Council would consider access to the Twin Towns Tower for rubbish removal.*
- *Garbage pick up in Navigation Lane will be on the road reserve. The Chairman advised that this would be subject to the group showing Council that such a service can be operated satisfactorily and conform to turnaround circles.*

The RTA Representative advised that with pedestrian crossings there has to be a 20m "No Stopping" zone either side of the pedestrian crossing. The Committee was advised by Eppell Olsen that this is achievable. The RTA Representative also noted that the 20m "No Stopping" zone can only be reduced if there is a blister on both approaches. The Committee noted that detailed design was yet to be lodged with Council.

The Chairman advised that the impact of loss of public car parking needs to be addressed. We understand that the extra level of car parking within the resort exceeds requirements and balances the loss of on street parking. The Chairman noted that the change to the school bus zones in Stuart Street was only temporary and will return to Stuart Street when the development is complete.

Mr Newell queried if the school buses would be allowed to use the new bus zone. It was noted that school buses previously used the same side of the road that the school is on and it is undesirable for them to use the proposed zone as children would have to cross Stuart Street.

The Chairman advised that Council would make a determination after considering the Committee's recommendations on the bus parking area. The Chairman queried if the relocated crossing in Stuart Street should be on the southern corner of Navigation Lane to make traffic and pedestrian conflict less likely.

The group left the meeting at 11:30am.

The Committee discussed the likelihood of a similar request from the Ultima Development and concern was noted regarding the creation of too many bus zones within Stuart Street.

In principle, subject to detailed design and Section 138 applications, the bus zone on Stuart Street was supported. However, the Committee noted that the Tweed Heads Masterplan may be affected by the proposal and whilst satisfactory technically, suggest that the Masterplan Project Management Team be requested to endorse the proposal.

RECOMMENDATION:

That:-

- 1. The matter be referred to the Tweed Heads CBD Project Management Team to determine the suitability of the proposed bus zone in Stuart Street adjacent to Twin Towns Resort in relation to the overall Tweed Heads Masterplan and the potential need for a similar facility at the Ultima Development.*
- 2. Subject to endorsement from the Tweed Heads CBD Project Management Team in (1) the Committee supports the Stuart Street bus zone.*

From Meeting Held 18/8/05

This item is brought forward from the Local Traffic Committee meeting held on 14 July 2005 as further information has been received as follows:-

In regard to Part 1 of the recommendation the proposed bus zone has been considered by the Tweed Heads CBD Project Management Team at its meeting on the 8 August 2005. The team supported the proposed bus bays but does not support bus zone signage and has instead requested that the 2 bus bays be signed as "15 minute" time restricted parking. Their advice is as follows:-

"The proposed new Bus Set-Down Area for Twin Towns was discussed at the team meeting on Monday 8 August and it was agreed that the proposal should be supported providing that a 15 minute parking restriction be introduced for the two bus bays."

It is being requested that recommendations 1 and 2 from Item 4 of the Local Traffic Committee meeting held 14 July 2005 be rescinded and replaced with:-

"The bus bays requested for the eastern side of Stuart Street, adjacent to the Twin Towns Resort be approved and signposted as "15 Minute" time restricted parking."

On the advice of the Tweed Heads CBD Project Management Team the Committee accepts the "15 Minute" car parking recommended at the bus bay on the eastern side of Stuart Street, adjacent to the Twin Towns Resort, however concerns were raised as to the functionality of the proposal, given the likely conflict between parked vehicles and buses arriving.

RECOMMENDATION:

That "15 Minute" timed parking be provided at the at the bus bay on the eastern side of Stuart Street, adjacent to the Twin Towns Resort.

From Meeting Held 14/7/2005 (PART B)

1. Development Application - Mixed Use Commercial and Residential Development consisting of a 3 Storey Building at Lot 11 DP 21242, Lot 1 DP 397057, Lot 1 DP 781718, No. 38 Pearl Street, Kingscliff

Traffic - Committee; DA05/0736 Pt1; DW1230890; LN11310; 1311; 11312

"Request received for Local Traffic Committee comments in accordance with the provisions of State Environmental Planning Policy No. 11 (SEPP 11) - Traffic Generating Developments in relation to a three-storey building comprising of 19 commercial premises; 1 café/restaurant and 11 apartments. The subject site is located on the north west corner of Pearl Street / Turnock Street, Kingscliff.

This item has been deferred to the Local Traffic Committee meeting of 18 August 2005 as it was only received by the Secretary of the Committee on 13 July 2005 which did not give the Committee enough time to review this item. It should be noted that the Development Assessment Unit has been requested to refer all planning items to the Local Traffic Committee Secretary one (1) week prior to the meeting.

For Council's information."

The Committee noted the following:-

An internal servicing area needs to be provided with entry and exit in a forward direction. As required by Council's DCP No. 2 and Australian Standards it was also noted that the traffic generation rates for the ground floor use appear to be low however the effects on turning volumes would not be considered to be a problem.

For Council's information.

Item from Meeting held 19/8/04 and 16/9/04

6. Wommin Bay Road and Phillip Street, Chinderah
R4260 Pt1; R5950 Pt2; DW; 1077784; 1077851; 1086656 Traffic - Roundabouts;
DW1244907; 1244908

Discussed at the meeting held 19 August 2004 (item 6) and reproduced as follows:-

"Request received for the installation of a roundabout at the intersection of Wommin Bay Road and Phillip Street, Chinderah.

The Committee supports the installation of a roundabout subject to funding being made available and recommends that Council identifies funding sources such as Black Spots Programs given the likely cost of the project is around \$250,000. Crash, speed and volume data should be collected to support formal applications.

For Council's information."

RECOMMENDATION:

That:-

- 1. The intersection of Wommin Bay Road and Phillip Street be pursued under Black Spots Funding for the provision of a roundabout.*
- 2. The relocation of the school bus shelter and the provision of a right turn lane into Phillip Street South be investigated and funding sources identified.*

Further request received for Local Traffic Committee to determine need for a 'No Right Turn' for traffic heading east on Wommin Bay Road turning into Phillip Street.

The Committee discussed the time frame for the future upgrade of the intersection, Alternative access via Avoca Street and the cost of moving the bus bay. The peak hour right turn movements are 6 vehicles in the a.m. peak and 8 vehicles in the p.m. peak. It was decided Council should write to the residents affected advising on the proposal of banning right turns for approximately 18 months until the intersection of Phillip Street and Wommin Bay Road is upgraded.

RECOMMENDATION:

That Council write to the residents affected advising on the proposal of banning right turns for approximately 18 months until the intersection of Phillip Street and Wommin Bay Road is upgraded.

GENERAL BUSINESS:

PART A

1. Gollan Drive, Tweed Heads

DW1245923; Traffic - Parking Zones; LN: 41561; R5410 Pt1

Request received for the provision of 'No Parking' signage in the cul-de-sac of Gollan Drive.

The Committee noted that Gollan Drive has ample width to cater for traffic movements and on street parking and does not support 'No Parking' signage as there are no traffic related safety issues. The request for the street lighting will be addressed by Council separately.

For Council's information.

2. Road Closures for Murwillumbah Tweed Valley Banana Festival & Harvest Week

DW1244907; Festivals - Banana; Road- Closures - Temp

Request received for temporary road closure for the Tweed Valley Banana Festival as follows:-

1. Main Street from Brisbane Road through to Commercial Road on 26 August 2005 from 5:30pm to 11:00pm for Main Street Friday Night Festival Events.
2. Wollumbin Street from Brisbane Street to Nullum Street and Nullum Street from Wollumbin Street to Murwillumbah High School on 27 August from 10:30am to 1:30pm - Float Marshalling for Street Parade.
3. Wollumbin Street through roundabout to Commercial Road
Commercial Road from Wollumbin Street to Wharf Street
Wharf Street from Commercial Road to Murwillumbah Street
Murwillumbah Street from Wharf Street to Queensland Road
Queensland road from Murwillumbah Street to Showground Gate opposite to Sale Yards (known as the Harry Williams Gate) on 27 August for the street parade.
4. Murwillumbah Street from Queensland Road to Wharf Streets
Wharf Street from Queen Street to Commercial Road
Tumbulgum Road from Ferry Road to Commercial Road
Commercial Road from Tumbulgum Road to Wollumbin Street
Wollumbin Street ½ road (northern carriage way only) from Commercial Road to Brisbane Street
Brisbane Street from Wollumbin Street to Murwillumbah Street on 28 August from 7:30 - 10:30am on Sunday 28 August for the Cycle Criterium.

RECOMMENDATION:

That the Committee endorsed the request of road closures for the Tweed Valley Banana Festival & Harvest Week and Cycle Criterium as follows, subject to the standard approval conditions.

1. Main Street from Brisbane Road through to Commercial Road on 26 August 2005 from 5:30pm to 11:00pm for Main Street Friday Night Festival Events.
2. Wollumbin Street from Brisbane Street to Nullum Street and Nullum Street from Wollumbin Street to Murwillumbah High School on 27 August from 10:30am to 1:30pm - Float Marshalling for Street Parade.
3. Wollumbin Street through roundabout to Commercial Road
Commercial Road from Wollumbin Street to Wharf Street
Wharf Street from Commercial Road to Murwillumbah Street
Murwillumbah Street from Wharf Street to Queensland Road
Queensland road from Murwillumbah Street to Showground Gate opposite to Sale Yards (known as the Harry Williams Gate) on 27 August for the street parade.
4. Murwillumbah Street from Queensland Road to Wharf Streets
Wharf Street from Queen Street to Commercial Road
Tumbulgum Road from Ferry Road to Commercial Road
Commercial Road from Tumbulgum Road to Wollumbin Street
Wollumbin Street ½ road (northern carriage way only) from Commercial Road to Brisbane Street
Brisbane Street from Wollumbin Street to Murwillumbah Street on 28 August from 7:30 - 10:30am on Sunday 28 August for the Cycle Criterium.

-
3. Prospero Street, Murwillumbah

R4450; DW1239125; Traffic - Parking Zones

Request received for 'No Parking' signage to be installed at the driveway to the mechanical workshop as it is reported that vehicles are parked over the driveway throughout the day.

The Committee discussed the matter and noted that it is illegal to park across a driveway. Council's Rangers can be contacted to take action. In a previous similar request in Prospero Street the Committee supported 'No Parking' signs across a private driveway subject to the owner meeting the cost of the signage and suggests a similar approach be taken to this matter.

RECOMMENDATION:

That 'No Parking' signs be installed across the driveway to No. 29 Prospero Street, subject to the owner agreeing to meet all costs.

4. Sunshine Avenue, Tweed Heads

R5320; DW1234286; School Zones; Parking Zones

It is reported that Sunshine Avenue, Tweed Heads is a no through road and becomes heavily congested between the hours of 8:00am and 9:00am and 23:30pm to 3:30pm during school days as parents are dropping off or collecting their children. In the afternoon period the street becomes particularly dangerous in that vehicles travelling south double up to create two lanes. One lane is queuing to enter the school's collection bay and the other is travelling south to park.

It is also reported that parents are continuously disobeying the 'No Parking' signage as well as park vehicles up on the grass verge in the middle of the turning bay.

Therefore a request has been received for:-

1. More 'No Parking' signage opposite the turning bay and trees pruned so that drivers have a clear view of such signage.
2. 'No Stopping' signage be erected in front of the school's turning bay to stop vehicles hindering the clear vision of vehicles exiting the turning bay.
3. More signage is also requested in the Bus Zones.
4. Street road markings requested to give drivers a clear indication as to where they are permitted to drive, possibly even a raised median strip.

The Committee supported the above request and noted the ongoing problems in Sunshine Avenue.

RECOMMENDATION:

That

1. Additional 'No Parking' signage opposite the turning bay be installed and trees pruned so that drivers have a clear view of such signage.
 2. 'No Stopping' signage be erected in front of the school's turning bay to stop vehicles hindering the clear vision of vehicles exiting the turning bay.
 3. Additional signage in the Bus Zones be installed.
 4. Street road markings be upgraded.
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5. Fingal Road, Fingal Head

R2060 Pt4; DW1230081; Traffic - Safety

Request received for a 50kph speed limit along Fingal Road and Local Traffic Committee advice in respect to the chicane situated outside no. 26. It is reported that this chicane is causing frequent road incidents.

The Committee noted that that the chicane is operating correctly in forcing people to slow down and if it were removed speeds would clearly be higher. It is noted that Fingal Road is a trunk collector road. Given the above the Committee supports leaving the speed limit at 60kph. The chicane complies with all relevant standards and is supported by the Committee.

For Council's information.

6. Parking - Kingscliff

R3340 Pt5; DW1248419; Bus Stops; Car Parks - Kingscliff; Parking Zones; Traffic - Loading Zones

Request received for parking to be made available for delivery and refuse collection vehicles near 2/86 Marine Parade. It is reported that this venue receives around 50 deliveries each week and that nearby car parks are almost always full between the hours of 8:30 and 3:00pm. It is also reported that the grease trap pump truck and gas delivery truck can only reach the facility by parking in the taxi stand or in the Dr's surgery driveway beside the credit union. Suggestions received to alleviate the situation are:-

1. That policing of vehicle parking take a more practical and reasonable approach and that shop and office workers be asked not to occupy the town centre car parks for the full day.
2. That the large parking space adjacent to the community hall in the caravan park entry road (which is used by only 1 bus for 1 visit 1 day per week) be used as a legal parking zone for the rest of the week with a 15 or 20 minute time limit.
3. A delivery zone or short term parking space (say 5 minutes) be provided in at least one of the two existing taxi spaces (with Council parking rangers being lenient to trucks to carry out pumping operations). A general time limit rather than a loading zone would also allow people to access the EFTPOS machine.
4. The bus stop opposite the Paradiso uses up a lot of potential car space, yet most buses use Pearl Street, which has designated stops. are bus stops required in both streets?
5. That Council deal with Kingscliff's long term parking problems.

Mr Neville Newell left the meeting at 10:10am

The Committee noted that Items 1 and 5 are not Local Traffic Committee issues.

For Item 2 the Committee noted that the signage permits people to park in this space other than 8:00 - 1:30 on Wednesdays and Fridays.

For Item 3 the Committee noted the request for five (5) minute limited parking or a loading zone, however recommends that Council seeks the input of the Business Corporation and the Residents Corporation. It is noted that the taxi rank is to be relocated to Seaview Street within the next 3 months which will result in the availability of the current taxi rank on Marine Parade for alternative uses. The Committee supports the 5 minute parking zone for the 2 spaces outside the Summerland Credit Union on Marine Parade, subject to feedback from the Business Corporation and Residents Corporation.

In regard to Item 4 the Committee advises that bus zones are for buses to pick up and set down passengers on bus routes.

RECOMMENDATION:

That:-

1. A 5 minute parking zone for the 2 spaces outside the Summerland Credit Union on Marine Parade be approved after the taxi rank is relocated to Seaview Street subject to feedback from the Business Corporation and Residents Corporation.

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7. Bay Street, Tweed Heads
R0470 Pt2; R5901 Pt2; DW1224710; Traffic Committee; Traffic - Loading Zones

Request received in relation to:-

1. Semi-trailer drivers on a daily basis being forced to manoeuvre large trucks across the curbed median against the flow of traffic on both sides of the road in order to reverse into the Woolworths delivery area.
2. Traffic in both directions is forced to wait, across the intersection of Wharf Street in order to allow drivers to manoeuvre a large trailer into a narrow lane.

The Committee noted that it is illegal and a driving offence for vehicles to drive over raised median strips. The Committee noted due to conflict with pedestrians, Woolworths be advised immediately to stop their delivery vehicles from reversing over the median strip or action will be taken to physically prevent such movements and requesting Woolworths to revise their delivery practices to meet their obligations under the Australian Road Rules and Occupational Health & Safety Act. Woolworths should liaise with Council's Road Safety Officer in this regard.

RECOMMENDATION:

That Council advise Woolworths to stop their delivery vehicles from reversing over the median strip or action will be taken to physically prevent such movements and requesting Woolworths to revise their delivery practices to meet their obligations under the Australian Road Rules and Occupational Health & Safety Act. Woolworths should liaise with Council's Road Safety Officer in this regard.

8. Chinderah Bay Drive - Proposed Cycleway

R1071 Pt4; Cycleways; Parking - Zones

Late Agenda item. Drawings Numbers WK03006/2 - 5 were viewed by the Committee of the Cycleway along Chinderah Bay Drive from Wommin Bay Road to Fingal Road.

The provision of 'No Parking' and 'No Stopping' signs along Chinderah Bay Drive were discussed. The signs are needed to control parking so that vehicles do not obstruct the cycleway/walkway.

RECOMMENDATION:

That parking and stopping restrictions on Chinderah Bay Drive between Fingal Road & Wommin Bay Road be approved as shown on Council Plan WK03006/2 to 5.

9. Reserve Southern Side of Cudgen Creek Bridge, that Extends East to the Cudgen Headland

Regulatory Signs; DW1251791; R1181 Pt15

Late Agenda item. The Police Rep raised this issue of motorbikes and 4 wheel drives using the park and requested that a sign be erected to stop this occurring and allow Police and Rangers to book offenders. It was decided that this matter be referred to the Manager Recreation Services to organise the erection of signage.

For Council's information.

PART B

1. Lots 35-39 DP 249808 Sand Street, Kingscliff

DA05/0881 Pt1; LN9843; DW1235848

Local Traffic Committee advice is sought under SEPP No. 11 - Traffic Generating Developments - in relation to the development application for proposed additions and alterations to the Kingscliff Christian City Church Lots 35 - 39 DP 249808 Sand Street, Kingscliff.

The application proposes to extend and alter an existing place of public worship. The proposal incorporates 68 on-site car spaces and 18 on-street car spaces, within the road reserve. Please note the Statement of Environmental Effects refers to works within the road reservation, but does not detail what these works are. Council has not consented to the proposal being undertaken on Council land.

It was noted that the car parking on Sand Street must comply with Council's DCP No. 2 and Austroads Standards for on-street car parking. IN regards to traffic impact, the Committee noted that the peak hour traffic would be on Sundays and not correlate with business peak hour and should not generate problems.

For Council's information.

2. Pearl Street Kingscliff/Turnock Street Kingscliff

R4170; R5605

The Committee noted the access was as far away from the roundabout as possible on Pearl Street. It was noted that Pearl Street should be able to accommodate the traffic from the site and Pearl Street is of sufficient width.

NEXT MEETING:

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

The meeting closed at 11:15am

DIRECTOR'S COMMENTS:

Nil.

DIRECTOR'S RECOMMENDATIONS:

BUSINESS ARISING:

Item from Meeting held 14/7/05 and 18/8/05

4. **Stuart Street, Tweed Heads (Twin Towns Services Development)**
DW1220935; R5270 Pt1; PF3668/5 Pt4; Bus Zones; LN: 40043; Transport - Bus Services - Stops; DW1233726

As per Committee's recommendation.

Item from Meeting held 19/8/04 and 16/9/04

6. **Wommin Bay Road and Phillip Street, Chinderah**
R4260 Pt1; R5950 Pt2; DW; 1077784; 1077851; 1086656 Traffic - Roundabouts; DW1244907; 1244908

Due to recent a crash it is recommended that no right turn signs be installed immediately and consultation take place to address the issue for long term solution.

GENERAL BUSINESS:

PART A

2. **Road Closures for Murwillumbah Tweed Valley Banana Festival & Harvest Week**
DW1244907; Festivals - Banana; Road- Closures - Temp

As per Committee's recommendation

3. **Prospero Street, Murwillumbah**
R4450; DW1239125; Traffic - Parking Zones

As per Committee's recommendation

4. **Sunshine Avenue, Tweed Heads**
R5320; DW1234286; School Zones; Parking Zones

As per Committee's recommendation

6. **Parking - Kingscliff**
R3340 Pt5; DW1248419; Bus Stops; Car Parks - Kingscliff; Parking Zones; Traffic - Loading Zones

As per Committee's recommendation

7. **Bay Street, Tweed Heads**
R0470 Pt2; R5901 Pt2; DW1224710; Traffic Committee; Traffic - Loading Zones

As per Committee's recommendation

8. **Chinderah Bay Drive - Proposed Cycleway**
R1071 Pt4; Cycleways; Parking - Zones

As per Committee's recommendation

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