



AGENDA

ORDINARY COUNCIL MEETING Tuesday 27 March 2007

Chairman: Mr Garry Payne AM

**Administrators: Mr Garry Payne AM
Mr Max Boyd AM
Mr Frank Willan**

COUNCIL'S CHARTER

Tweed Shire Council's charter comprises a set of principles that are to guide Council in the carrying out of its functions, in accordance with Section 8 of the Local Government Act, 1993.

Tweed Shire Council has the following charter:

- to provide directly or on behalf of other levels of government, after due consultation, adequate, equitable and appropriate services and facilities for the community and to ensure that those services and facilities are managed efficiently and effectively;
- to exercise community leadership;
- to exercise its functions in a manner that is consistent with and actively promotes the principles of multiculturalism;
- to promote and to provide and plan for the needs of children;
- to properly manage, develop, protect, restore, enhance and conserve the environment of the area for which it is responsible, in a manner that is consistent with and promotes the principles of ecologically sustainable development;
- to have regard to the long term and cumulative effects of its decisions;
- to bear in mind that it is the custodian and trustee of public assets and to effectively account for and manage the assets for which it is responsible;
- to facilitate the involvement of councillors, members of the public, users of facilities and services and council staff in the development, improvement and co-ordination of local government;
- to raise funds for local purposes by the fair imposition of rates, charges and fees, by income earned from investments and, when appropriate, by borrowings and grants;
- to keep the local community and the State government (and through it, the wider community) informed about its activities;
- to ensure that, in the exercise of its regulatory functions, it acts consistently and without bias, particularly where an activity of the council is affected;
- to be a responsible employer.

ITEMS FOR CONSIDERATION OF COUNCIL:

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ABORIGINAL STATEMENT

Administrator Payne acknowledged the Bundjalung Aboriginal Nation with the following statement:

"We wish to recognise the generations of the local Aboriginal people of the Bundjalung Nation who have lived in and derived their physical and spiritual needs from the forests, rivers, lakes and streams of this beautiful valley over many thousands of years as the traditional owners of these lands."

CONFIRMATION OF MINUTES

Minutes of the Ordinary and Confidential Council Meeting held Tuesday 6 February 2007

UNDER SEPARATE COVER/FURTHER INFORMATION:

To view any "**non confidential**" attachments listed below, access the meetings link on Council's website www.tweed.nsw.gov.au or visit Council's offices at Tweed Heads or Murwillumbah (from Friday the week before the meeting) or Council's libraries (from Monday the week of the meeting).

1. Minutes of the Ordinary Council Meeting held Tuesday 6 February 2007 (DW 1555138)
 2. **Confidential Attachment** - Minutes of the Confidential Council Meeting held Tuesday 6 February 2007 (DW 1554905)
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SCHEDULE OF OUTSTANDING RESOLUTIONS

Schedule of Outstanding Resolutions

FOR COUNCILLOR'S INFORMATION:

25 JULY 2006

PLANNING COMMITTEE

REPORTS FROM DIRECTOR PLANNING AND DEVELOPMENT

P10 [PD-PC] Draft Tweed Local Environmental Plan 2000, Amendment No 69 - Seabreeze Estate, Pottsville (Stage 2)

P111 COMMITTEE DECISION:

**Administrator Turnbull
Administrator Boyd**

RECOMMENDED that Council defers this item so a workshop can be conducted on the draft Tweed Local Environmental Plan 2000, Amendment No 69 – Seabreeze Estate, Pottsville (Stage 2).

Current Status: Workshop to be organised in conjunction with assessment of DCP No 5.

26 SEPTEMBER 2006

OPERATIONS COMMITTEE

O22 [EO-OC] Gruners Lookout, Tomewin Road

O 263 COMMITTEE DECISION:

**Administrator Boyd
Administrator Turnbull**

That:-

.....

3. The General Manager provides a report to Administrators on opportunities for lookouts that can be sustained through time.

Current Status: Report to be prepared for the Council meeting to be held 17 April 2007.

19 DECEMBER 2006

OPERATIONS COMMITTEE

O16 [EO-OC] Tweed Integrated Water Cycle Management (IWCM) Context Study & Strategy Report

O 339 COMMITTEE DECISION:

**Administrator Willan
Administrator Boyd**

RECOMMENDED that:-

1. ...
2. Council Officers bring forward a further report detailing a proposed Community Consultation program to facilitate the IWCM process.

Current Status: Work in progress. The report has been outsourced to the Department of Commerce with a report to Council scheduled by June 2007.

23 JANUARY 2007

ORDERS OF THE DAY

5 [NOM] Aboriginal Statement

NOTICE OF MOTION:

13 COUNCIL DECISION:

**Administrator Boyd
Administrator Willan**

RESOLVED that the words of the aboriginal acknowledgement approved at the Council meeting held 6 July 2005 be referred to the Aboriginal Advisory Committee for consideration of members in view of a recent suggestion made by an Aboriginal person that the words "traditional owners" perhaps should be replaced by "original custodians".

Current Status: The Minutes of the Aboriginal Advisory Committee held 2 March 2007 will be reported to the Council meeting to be held 17 April 2007.

QUESTION TIME

[QT] Hastings Point Road, Headland

Administrator Boyd

Asked will staff provide an estimate of cost to reconstruct or resurface the access road and parking area on Hastings Point Headland?

Current Status: Report being prepared for meeting on 17 April 2007.

CONFIDENTIAL ITEMS - 23 JANUARY 2007

REPORTS FROM THE DIRECTOR ENVIRONMENT & COMMUNITY SERVICES

3 [EC-CM] Request for Donation

REASON FOR CONFIDENTIALITY:

This report is **CONFIDENTIAL** in accordance with Section 10A(2)(b) of the Local Government Act 1993, which permits the meeting to be closed to the public for business relating to the following: -

(b) *the personal hardship of any resident or ratepayer*

C 4 COMMITTEE DECISION:

That this item be deferred to obtain more information.

Current Status: Additional background information is being sought.

13 FEBRUARY 2007

ORDERS OF THE DAY

1 [NOM] Climate Change

24 COUNCIL DECISION:

**Administrator Boyd
Administrator Willan**

RESOLVED that:-

- a. Council urgently reviews its operations to ascertain what Council can do to meet the challenges of climate change; and
- b. Reports be brought forward with recommendations as to what specific actions can be implemented by Council to play its part in reducing the consequences of climate change.

Current Status: The Executive Management Team is reviewing the processing of this report.

6 MARCH 2007

ORDERS OF THE DAY

1 [NOM] Reafforestation Scheme for Tweed Shire

1 COUNCIL DECISION:

Administrator Boyd
Administrator Willan

RESOLVED that Council considers introducing a reafforestation scheme similar to the one which operated in the Tweed and Brunswick catchments from 1977-1997 and which resulted in the planting of 1.6 million seedlings on private and public land.

Current Status: To be reported to the council meeting to be held 17 April 2007.

2 [NOM] Purchase of Energy

2 COUNCIL DECISION:

Administrator Boyd
Administrator Willan

RESOLVED that a report be brought forward which includes:-

- a) The current total cost to Tweed Shire Council for the purchase of energy.
- b) What steps have or could be taken to reduce the cost.
- c) What it would cost Council to purchase all the green power generated by the co-generation plant at Condong.

Current Status: To be reported to the council meeting to be held 17 April 2007.

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ADMINISTRATOR'S MINUTE

[AM] Joint NOROC / SouthROC meeting held Friday, 2 March 2007

Submitted by Administrator Boyd

A joint meeting of the Northern Rivers Regional Organisation of Councils (NOROC) and South-East Queensland Councils (SouthROC) was held in the South Sea Islander Meeting Room at the Tweed Heads Civic Centre on Friday, 2 March 2007.

The Director Technology & Corporate Services, Troy Green; Executive Officer, Genevieve Slattery and I were in attendance.

I table the following items of interest from the joint meeting.

report

Item: 1**Subject:** water resources northern rivers**Reason:** to brief members on status of water resource planning**Objective:** To provide background for discussion with SouthROC

Overview:

The report outlines the status of water resources in the Northern Rivers and measures for demand reduction

Across the three major river catchments of the Tweed, Richmond and Clarence, there is concern about the adequacy of the long-term water supply

All three catchments have extensive demand reduction programmes in place. In the Tweed, the estimated secure yield of the water resource has recently been re-evaluated downwards by approximately 50% of the presumed former capacity. In the Richmond catchment, water abstraction from the Wilsons River (a tributary) to augment dam supplies, is currently under construction, with a future dam to be constructed at Dunoon, north of Lismore, in the long-term. The water catchment in the Clarence has recently been linked with catchments further south via pipeline, and work has begun on building the new Shannon Creek Dam.

Background:

Currently more than 90% of New South Wales is in drought, one of the worst droughts on record. The Northern Rivers has not been as severely affected by the drought as other areas of NSW. The Federal Minister for Environment and Water Resources, Mr Malcolm Turnbull, has asked the National Water Commission to undertake a desktop analysis of the availability of water in northern NSW that may be made available for South-East Queensland. This study is currently being undertaken on behalf of the Commission by the Snowy Mountains Engineering Corporation and is reported to be made available soon.

Update:

The water resources in the Northern Rivers are contained in three major catchments – the Tweed, Richmond and Clarence Rivers. The smaller Brunswick River catchment supplies the population around Mullumbimby in Byron Shire.

All councils in the region are developing Integrated Water Cycle Management Plans, which aim to reduce water extraction from rivers and groundwater through demand management strategies, recycling effluent for reuse and managing stormwater runoff.

It is now a legislative requirement in NSW under the BASIX scheme for all new houses to comply with targets for reducing water consumption by 40%.

The NSW Government recently completed the Far North Coast Regional Strategy which estimated 60,400 more people will settle in the region by the year 2031. In addition, 51,000 new homes will be constructed.

At a State level, the Department of Natural Resources, Department of Energy Utilities and Sustainability and local water authorities will prepare a regional water Plan to ensure long term regional water efficiencies and improved drought security

The Northern Rivers Catchment Management Authority also has a role to play in riparian land management and repair Its increasing programme of funding for land care and environmental rehabilitation projects will affect the quality and quantity of water available over the long term

It is important to record the effect of tourism on the water supplies of the Northern Rivers industry officials have estimated that about 400,000 people holidayed between Coffs Harbour and the Gold Coast during the Easter Holiday Period, 2004 ¹ This represents a 70% increase in population at peak holiday times Tourism NSW reported that, during this period, the North Coast attracted the second highest number of visitors in the State, after Sydney

An overview of the three major catchments is presented below

Tweed River catchment

The status of water supplies in the Tweed Valley was recently summarised by Tweed Shire Council in a report to council The summary of the report is reproduced below

The secure yield of the Tweed water supply system has previously been assessed at 27,500 Megalitres per year (Ml/year), capable of sustaining a future population of 189,000 This figure has now been revised down to an estimated 13,750 Ml/year supporting a population of 94,000 at the current demand rate of 145 litres per person per day This reduction in estimated yield has been brought about by improved modelling techniques, accounting for recent drought events and allowing for release of environmental river flows

The current connected population is 73,000, with population growth of around 40,000 expected in the next 20 years there is a need to address the shortfall in bulk water supply expected in coming years

The shortfall will be addressed by a combination of actions which include demand management (reduction) and recycling as well as the provision of additional bulk water supply sources These matters and others are being addressed by Council's Tweed Integrated Water Cycle Management (IWCM) process A report on the IWCM Context Study and Strategy Report, is included within this Council Meeting Agenda

Council has been proactive in securing new water supply sources Much of the land for the proposed Byrnil Creek Dam has already been acquired and Council has engaged SunWater to assess the potential yields of both the new Byrnil Creek Dam and the potential raising of Clarrie Hall Dam At this stage raising Clarrie Hall dam is seen as the most likely preferred option Planning for improving the Clarrie Hall Dam spillway to pass higher flood flows are well advanced and are being configured to be compatible with raising the dam level

¹ *Northern Star*, Tuesday, April 13, 2004

The IWCM process will rigorously investigate these supply options as well as the options for demand reduction and recycling to produce a balanced and integrated water supply strategy. Whilst demand reduction and recycling will buy Council some time before bulk water supply becomes critical, there is a need to act now to progress the approval process for a new water supply source.

Due to the long lead time in bringing new bulk water supply sources onto line (particularly the environmental planning approval process), it is proposed to immediately commence environmental investigations into the raising of Clarrie Hall Dam so that once (and if) this supply strategy is confirmed, construction of the dam raising can be fast tracked.

Richmond River catchment

Water infrastructure in the Richmond catchment is managed by Rous Water County Council, a special purpose local government entity, which also is a member of NOROC.

Rous provides water in bulk to the Council areas of Lismore (excluding Nimbin), Ballina (excluding Wardell), Byron (excluding Mullumbimby) and Richmond Valley (excluding land to the west of Coraki). The regional supply network includes 32,025 connections within the reticulation areas of these constituent councils, and around 1,860 rural connections to the Rous Water trunk main system. A population of around 90,000 water users is serviced by this water supply system. Responsibility for reticulating the water within these urban centres remains with the respective constituent councils.

The principal component of the Rous Water supply network is the Rocky Creek Dam, which is situated 25 kilometres north of Lismore near the village of Dunoon. This dam has a storage capacity of 14,000 mega litres.

Other available water sources managed co-operatively under Council control include Emigrant Creek Dam (820 mega litres), Convery's Lane and Lumley Park bores in the Ballina area, as well as three bores near Woodburn in the Richmond Valley area.

Recently, Rous has completed an extensive community consultation process to arrive at a Regional Water Strategy to plan the future utilisation of the resource in the medium term, until such time as a new dam is constructed at Dunoon, north of Lismore.

The strategy, adopted by Rous Water in July 2004, sets out how the water supply is managed, including where and how water is sourced. The strategy provides a link between dam levels, total water consumption in the region and water restrictions.

The strategy includes water abstraction from the Wilsons River, north of Lismore, for augmentation of the system. The pipelines, pump station and associated water treatment infrastructure is currently under construction.

Rous continues a comprehensive demand management strategy including a range of incentives for water conservation for consumers.

The programs that make up demand management now form a key part of the future water supply strategy for the region, alongside future planning for new water sources. A range of education programs and financial incentives is offered on an ongoing basis. The aim is to raise community awareness about water as a finite and precious resource, encourage people

to use less water and to use water more efficiently Alternatives to town water such as rainwater and recycling are also encouraged, wherever possible

All demand management programs and incentives are continuously evaluated and improved, forming the basis for development of new programs and campaigns An updated 5-year Demand Management Plan was developed and adopted by Rous Water in March 2004

Recently, member Councils have also looked at programmes for reducing water In 2006, Lismore City Council imposed voluntary 'odds and evens' water restrictions as a permanent water conservation measure

Clarence River catchment

The situation in the Clarence is one of continued infrastructure provision and simultaneous demand management strategies The Clarence Valley is covered by a single water authority, supplying water to in excess of 50,000 residents

Active co-operation is occurring with the communities further south in the local government area of Coffs Harbour

The initiatives presently being undertaken under the Clarence Valley/Coffs Harbour Regional Water Supply Strategy 2000, which consist of two major objectives

- Protection of the Nymbodia and Orara River systems
- Providing long term water supply security for the communities of Clarence Valley and Coffs Harbour

These objectives will be achieved by the construction of regional water supply infrastructure and a comprehensive water efficiency programme designed to conserve water and reduce impacts on the environment

Construction of the 87 km pipeline network linking the Clarence and Coffs Harbour communities commenced in 2002 with the final stage completed in 2005 Work on the 30,000 ML Shannon Creek Storage Facility located approximately 20 kms south of Grafton started in 2006 and has a completion date of December 2008

The water efficiency element of the overall strategy is based on a vision of reduced dependency on the natural river systems through improved demand management practices and the introduction of alternative water sources into the water cycle Community education will play a role in meeting this vision

A number of demand management strategies are actively being implemented in the Clarence catchment

Recently, both the Queensland Premier, Peter Beattie, and the Federal Minister Malcolm Turnbull have commented favourably on the potential of the Mann River in the headwaters of the catchment being diverted via a 70km pipeline into the Mole River near Tenterfield, part of the Murray-Darling Catchment

Item: 1 Continued

Subject: Water Resources South East Queensland

Reason: To brief members on water supply situation in SEQ & update on progress of current water projects

Objective: For discussion

SEQ is currently experiencing the worst drought on record. Recent rain in mid February only increased storage levels by 0.06 per cent, which amounts to approximately two days supply. Dam level forecasts are currently running below inflows at 2004/05 which were the worst on record and had a historic probability of only 2% - see graph at **Attachment 1**

Since 2002, the state government and SEQ's 18 local governments have been working in partnership to develop a water supply strategy to meet the needs of the region for the next fifty years. The Queensland Water Commission took on the responsibility for administering the completion of this strategy in August 2006, as well as the associated consultation with the community on water planning and management issues.

To reduce the impact of the drought, the QWC and its partners are undertaking a series of projects to

- Manage the development of the Water Grid
- Reduce water wastage
- Identify alternative water sources
- Efficiently manage existing water sources

Queensland Water Commission

The QWC is an independent, statutory authority responsible for achieving safe, secure and sustainable water supplies in SEQ and other designated regions. The QWC operates under a legislative framework defined in the Water Act 2000. They work with a number of partners including government departments, agencies and water service providers. The QWC is led by Elizabeth Nosworthy, Chair, Jamie Quinn, Commissioner, David Green, Commissioner, and John Bradley, CEO.

The QWC's role is to ensure sustainable water supplies by developing long term water supply strategies, establishing a regional water grid, implementing water restrictions, managing water demand, providing advice to government and reforming the water industry. The QWC is currently

- 1 Developing a long term SEQ Regional Water Supply Strategy to guide the region's water initiatives in conjunction with state and local governments
- 2 Providing advice to Government on the development of the institutional arrangements for the regional water grid
- 3 Implementing water restrictions
- 4 Conducting and monitoring government approved programs, for example, the building of water infrastructure
- 5 Providing advice to government on issues such as the demand for and supply of water, water management and water pricing

A range of services such as the Home WaterWise Service and Business Water Efficiency Program have been developed to provide water conservation advice and incentives to householders and businesses. Research is also being conducted into water-related issues such as

- Contingency options for drought and demand management

- Cost recovery principles for regional infrastructure
- Institutional arrangements for water management
- Economic assessment of supply and demand water security options

SEQ Regional Water Supply Strategy

The strategy's objectives are to

- Assess future needs and options for safe and reliable supply of water in SEQ
- Assess the processes and mechanisms required to meet those needs
- Obtain agreement for an implementation framework for the strategy that achieves optimum social, environmental and economic terms

Release of the final strategy is expected early-mid 2007. Its release was recently put on hold pending outcomes of the plebiscite, which has now been cancelled. Final release date is not yet known.

Projects – SEQ Water Grid

The water grid will

- Provide a network of two-way pipelines to connect major bulk water sources in the region
- Allow water from areas of water surplus to be moved to areas that face a shortfall
- Allow risk to be managed at a regional level rather than on a storage basis
- Allow the coordinated use of all major SEQ water supply sources including
 - Wivenhoe/Somerset Dams
 - Hinze Dam
 - Future Traveston Crossing and Wyaralong Dams
 - Desalination plant at Tugun
 - Western Corridor Recycled Water Scheme

See **Attachment 2 – SEQ Water Grid**

Projects – Purified Recycled Water

QWC's responsibilities on this project include

- Advise government on role in SEQ's water supply
- Establish independent expert advisory panel to provide advice on technical issues
- Ensure the community has access to the facts

Strategic benefits of purified recycled water include

- Climate independent source
- Reduces risk of severe water restrictions
- Reduces vulnerability to climate change
- Utilises storage capacity of existing and new dams
- Improves water quality of Moreton Bay

Key community issues include

- Health & safety
- Capability of water service providers
- Regulatory framework

Regulatory framework key elements approved by Cabinet in late 2006

- Applies to all types of recycled water
- Consistent with forthcoming national standards
- Implementation from mid 2007
- Administered by Queensland Health and Dept Natural Resources & Water

Regulatory framework performance standards for PRW being developed

- Australian Drinking Water Guidelines plus additional requirements
- Ongoing consultation with WCWRS and Expert Advisory Panel

- Refinement following testing on initial stages of the WCWRS

Purified Water Fact Sheets (Attached)

Projects – New Dams

Four water storage initiatives in the Logan River catchment will provide 42,000 megalitres of water per annum for SEQ These include

- Wyaralong Dam (21,000 megalitres including Cedar Grove Weir)
- Bromelton off stream storage with water harvesting from Logan River (5000 megalitres)
- Raising Hinze Dam (6000 megalitres)
- Water harvesting from Canungra Creek, Coomera River and other suitable catchments into raised Hinze Dam (10,000 megalitres)

Mary River Catchment projects include construction of the Traveston Crossing Dam (660,000 megalitres) and raising the Borumba Dam (40,000 megalitres)

Projects – Desalination

The Gold Coast Desalination Alliance is currently investigation development of a reverse osmosis desalination plant at Tugun The facility will deliver 125 megalitres a day and will be connected to the water grid

Projects – Western Corridor Recycled Water Scheme

The WCRWS will provide recycled water to Tarong and Swanbank power stations The scheme can potentially substitute up to 230 megalitres a day of existing supplies, and will involve more than 200kms of pipeline Major contracts have been awarded and construction has begun, target completion date is December 2008

Fact Sheet (Attached)

Projects – Home WaterWise Service

This service has been established by the Queensland government and local councils to make home water conservation affordable and easy It is a subsidised service that enables licensed plumbers to visit homes at a low cost to provide advice on water saving strategies and install water efficient devices to help conserve water

Projects – Business Water Efficiency Program

The program has been established to help businesses in SEQ save water by adopting sustainable water use practices The program is regionally based and managed, facilitated by major councils and the state, and coordinated by SEQWater Its goal is to reduce water consumption by up to 20 ML a day across the region The program has a 3-tiered approach

- Tier one – targets the top 1200 industrial water users in the region who will be contacted directly by their local councils and requested to undertake a review of internal water efficiency
- Tier two – targets business sectors identified as having large volume non-industrial potable water use who will be engaged through industry representative bodies
- Tier three – encourages all other businesses not engaged in phase one and two campaigns to participate

Under level 4 restrictions, water efficiency management plans must be developed by business, specifically

- Businesses using 20ML or more of town water per annum must undertake a water efficiency management plan (WEMP) and submit it to their local council by 30 April 2007
- Business using between 10ML and 20ML per annum must undertake a WEMP and submit to their local council by 31 July 2007
- Any business with a cooling tower for air conditioning must also submit a WEMP or show significant water savings by 30 April 2007

Water Restrictions

As of 1 November 2006, most SEQ councils are operating under Level 4 water restrictions (Redlands are at Level 2 water restrictions due to independent water supply) Level 4 is triggered by 25% capacity of combined water supply levels. It includes a mandatory ban on outdoor hosing, efficiency measures for pool owners using town water and restrictions for business, industry and government agencies. Level 5 broad trigger is 20% of combined dam levels, which could be reached in April 2007 under low inflow assumptions. Focus of level 5 includes outdoor watering largely restricted, water use inside the home (residential users are the greatest consumers), and further savings from non-residential sector.

Further information

Water for South East Queensland A long-term solution

Please print attached embedded document, if required (60-pages) (Attached)

Websites

Queensland Water Commission www.qwc.qld.gov.au

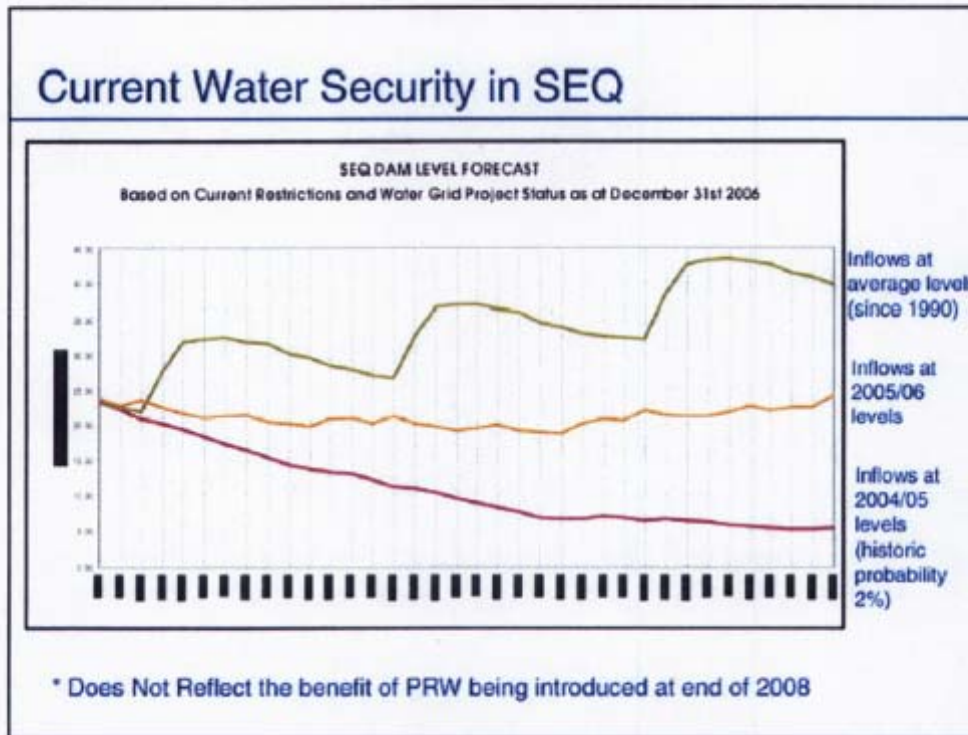
Department of Natural Resources & Water www.nrw.qld.gov.au/water

Recommendation:

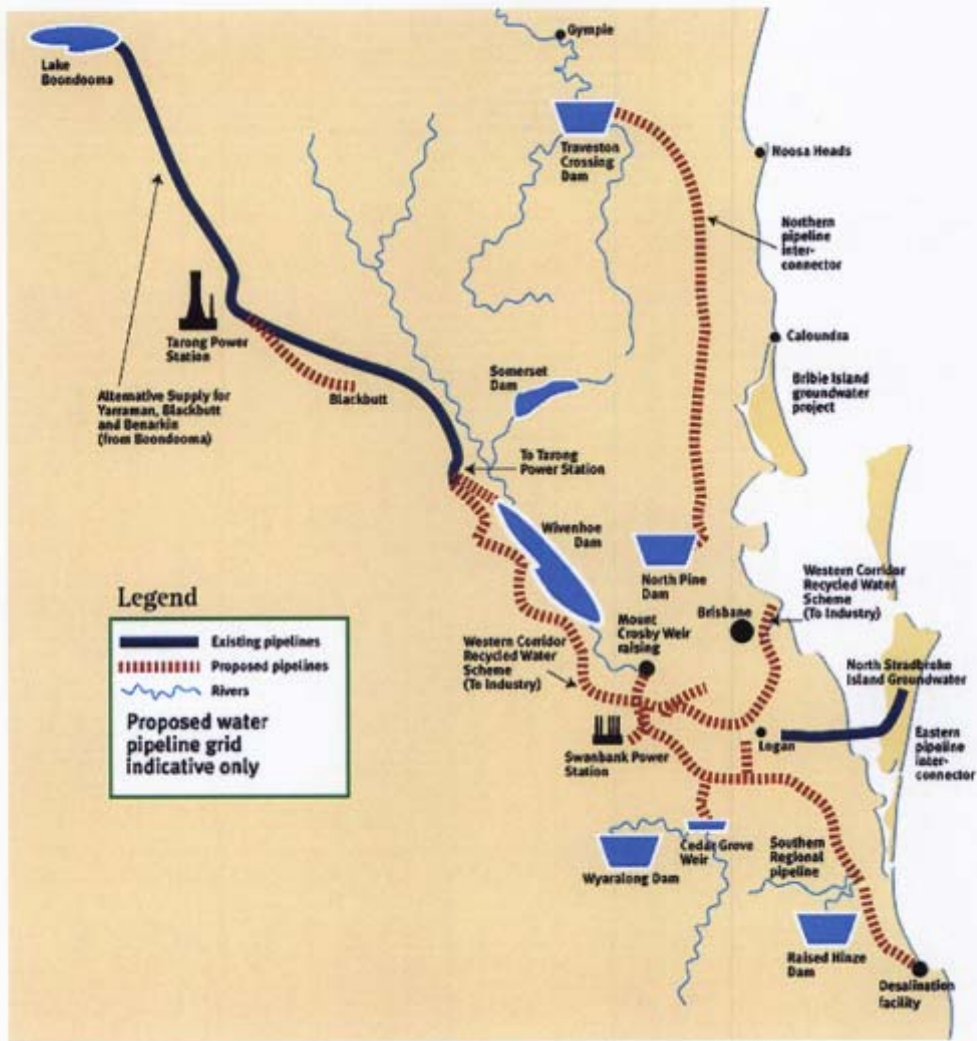
1. That avenues for greater understanding be explored between councils and water authorities in Northern NSW and Southern Queensland on the subject of water resource management.



Attachment 2
SEQ Dam Level Forecast



Attachment 2
SEQ Water Grid



Item: 3

Subject: Cross-Border Transport Issues

Reason: To provide background information on cross border transport issues

Objective: To develop joint policy positions on cross border transport issues in order to inform a joint response to the Cross Border Taskforce policy paper

Discussion:

The New South Wales and Queensland Governments have recently formed a Cross Border Transport Taskforce. The main objective of the taskforce is to investigate potential rail links between the two states. The taskforce will also consider a limited range of locally focussed issues including bus and taxi regulation, fares and ticketing policies, transport concession policies, and community transport.

Membership of the taskforce is made up of senior officers from the policy and service areas of Queensland Transport and the Roads & Traffic Authority. Queensland Department of Main Roads is not a member, nor are there any local government representatives.

Discussions of the taskforce have had a public transport focus, including short term policy on bus and taxi issues and discussion on longer term actions required to improve integration and consistency.

While not confirmed, Premier Emma is expected to visit Queensland at the end of February and it is possible that a policy paper will be released for public comment.

Following are a number of issues that Queensland local governments believe should be investigated by the taskforce. Note that the majority of these issues are road based, which is currently outside the scope of the taskforce. These issues include:

Mt Lindesay Highway/Summerland Way

SouthROC continues to give strong support to the continued upgrading of the Mt Lindesay Highway/Summerland Way connection across the border. This road is a major strategic link in the highway network due to:

- The development of Bromelton as a major inter-modal centre with well developed linkages to the Queensland road network and interstate railway
- The need to service the anticipated growth in the population of the Logan and Albert Valleys which equates to the addition of 4 new cities
- It will provide a significantly more direct route from Northern NSW to Beaudesert, and when connected to the Southern Infrastructure Corridor, to Ipswich and the Western Corridor
- It provides a potentially less congested freight route from NSW to Port of Brisbane, Acacia Ridge Freight Terminal, Ebenezer and Bromelton by bypassing the Gold Coast
- Provision of a more direct and less congested route for servicing Northern and Central NSW from Port of Brisbane
- Increasing population in the Gold Coast corridor are likely to further increase congestion and therefore travel times on the M1
- Minimising the risk to SEQ associated with the Pacific Highway being the only practical/high capacity road link east of the Cunningham Highway

Local Issues

There are a number of local issues of concern for Queensland local governments, including

- Cross border local road connections between Tweed and Gold Coast (particularly in the Coolangatta area)
- Cross border road links such as Boyd Street and the traffic they carry
- Local traffic issues in the Coolangatta/Kirra/Airport/Tugun area and the impact of traffic from/to NSW on these

Broader Issues

There are a number of broader issues of concern for Queensland Local Government, including

- Any proposal for a heavy rail connection across the border into NSW
- Any proposals for rail freight to enter Queensland via the standard gauge line from NSW
- Opportunities for the Gold Coast Rapid transit project to extend into Tweed Heads and beyond
- Future expansion of the major road network (eg the Tweed Bypass – Tugun Bypass to carry traffic beyond the next 10 years or so)
- Any other major road links between Queensland and NSW in the Tweed and Gold Coast local government areas
- Long term land use planning intentions across the border, due to potential major transport implications arising from growth both north and south of the border

Possible way forward

The taskforce may wish to consider extended the scope of its work to include these issues by developing a Border Integrated Transport Plan similar to the one developed for the area west of Beaudesert Shire in August 2005. This plan developed a number of actions plans covering Land Use, Road, Rail and Aviation. An Eastern Border Integrated Transport Plan would also need to include a Public Transport Action Plan. These plans ensured that

- Best practice land use and transport planning was included in planning instruments
- Potential impacts from development and other land use planning activities were considered and managed
- Road safety issues and costs
- Planning and managing for key regional roads to support regional development, consistent with the road hierarchy in the region
- Management of heavy vehicles and road freight movement to ensure efficiency and safety, and to minimise community and infrastructure impacts
- Maintain and improve current rail strategic networks to appropriate standards
- Encouraging new rail initiatives to improve freight and passenger services and foster economic growth
- Maintain and improve key regional aviation facilities and services to an appropriate standard

Recommendation:

1. **Members to discuss and agree a joint position on cross border transport issues.**
2. **SouthROC and NOROC to develop a joint response to the Cross Border Taskforce Policy Paper.**

Water for South East Queensland - A Long Term Solution:

Summary

Water for South East Queensland a long-term solution presents a comprehensive range of measures designed to meet future demands for water in the region to about 2050. It explains the rationale behind the Queensland Government's recent water infrastructure announcements and provides the background material on which decisions have been based. This material is the result of nearly twenty years of research and information gathered while preparing the South East Queensland Regional Water Supply Strategy, and recent water resource planning and associated hydrologic data. If Queenslanders are to maintain the lifestyle they currently take for granted, it is essential that demand for water is reduced and supplies are increased, so that economic growth and wealth creation can continue.

In the past, water planning has been based on a historical no failure yield (HNFY), or the yield determined from the period of available historical records. The problem is that these records are limited. The recent drought in South East Queensland (SEQ) has highlighted the inadequacy of historical approaches and resulted in the revision of the methodologies used in water planning—a revision that coincides with an Australia-wide review of approaches—compelling the government to find ways of solving the problem of water supply, and to adopt a more conservative approach to water management and use. Environmental flow and water allocation security objectives outlined in the water resource plans will maintain the health of river ecosystems and support businesses reliant on water.

Updated projections suggest that the population of South East Queensland will be 3 960 000 in 2026, and 5 080 000 in 2051. The latest estimates indicate that the current water demand of about 450 000 megalitres per annum will increase by about 300 000 megalitres per annum (ML/a) by about 2050. This is to meet the requirements of the urban and industrial community. Demand estimates take into account:

- regional growth
- consumption rates
- levels of service during drought
- maintenance of the health of river ecosystems
- the effects of climate variability and climate change.

The Queensland Government has recently announced via the *South East Queensland Regional Plan*

water-efficiency measures that aim to meet the following targets for residential water use:

- 270 litres per person per day by 2010
- 250 litres per person per day by 2015
- 230 litres per person per day by 2020.

Recognising the challenges in meeting the 2020 target, the government has based projected demands for planning purposes (see Figure 4) on achieving a target of 250 litres per person per day.

Achieving these difficult water consumption targets will require substantial effort. Not only will rainwater tanks need to be fitted to new developments, but retrofitting will be necessary in existing areas, and recycling within residential and non-residential developments will need to be introduced.

The Queensland Government has already moved to protect water supply by announcing funding to:

- improve supply reliability by investing in new infrastructure, such as the South East Queensland water grid and the Western Corridor Recycling Scheme
- minimise water losses and waste through pressure reduction in pipes
- better manage the state's current resources by reducing demand and maximising the opportunity for recycling water to industry.

It is proposed that in the short term to 2016, the following water supply infrastructure will be built with a conservative allowance for yield to address urban and industrial needs:

- Wyaralong Dam and Cedar Grove Weir (21 000 ML/a)
- SEQ (Gold Coast) Desalination Facility (45 000 ML/a)
- Western Corridor Recycling Scheme (30 000 ML/a)
- Raising of Hinze Dam (6000 ML/a)
- Traveston Crossing Dam Stage 1 (70 000 ML/a)
- Bromelton Offstream Storage (5000 ML/a)
- Water harvesting to Hinze Dam (10 000 ML/a)
- Other smaller projects including island and mainland groundwater development, water harvesting proposals, raising of Mount Crosby Weir, re-commissioning of small dams, and other industrial recycling initiatives (38 000 ML/a).

In the longer term, beyond 2020, supply will be maintained through:

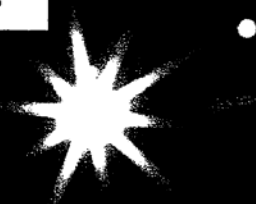
- a large raising (Stage 3) of Borumba Dam operating in conjunction with Stage 1 of Traveston Crossing Dam (40 000 ML/a)
- Stage 2 of Traveston Crossing Dam (40 000 ML/a) (Traveston Crossing Dam stages 1 and 2, when operating in conjunction with the raised (Stage 3) Borumba Dam, will provide 150 000 ML/a)
- further recycling of water to industry.

At the same time, the Queensland Government intends to address rural water issues by improving supply reliability and providing for water trading in the Mary River, Brisbane and Logan River systems. Recycled water may also be available for the Lockyer Valley and other areas.

Combined, all these sources will deliver an amount of about 305 000 ML/a for urban and industrial use, and will improve rural water supply. Depending on how successfully demand is reduced, it is possible that this amount of water will meet the region's future water needs well beyond 2050.



This week **Climate change**



0.13 °C. The amount the atmosphere is warming each decade

1.3 times as much CO₂ is entering the atmosphere compared with just 20 years ago

3 kilometres. The depth to which the oceans have warmed



3.1 centimetres. The rise in sea level each decade

IN THIS SECTION

- Bird flu in Europe, page 10
- The big shred and baby universes, page 12
- Brains scans try to prove innocence, page 13

But here's what they didn't tell us

If the official verdict on climate change seems bad enough, the real story looks far worse

FRED PEARCE, PARIS

THE word they were most pleased with was "unequivocal". Three hundred government-appointed delegates from 113 countries were last week unanimous in agreeing what most climate scientists have believed for years: that the world is warming fast and that humans are almost certainly to blame.

Some 600 scientists wrote the summary of the fourth assessment by the Intergovernmental Panel on Climate Change, published this week. Virtually everything they wanted to say in it survived the politicians, but the IPCC's review process was so rigorous that research deemed controversial, not fully quantified or not yet incorporated into climate models was excluded. The benefit - that there is now little room left for sceptics - comes at what many see as a dangerous cost: many legitimate findings have been frozen out.

This is the untold story of the report, uncovered in interviews with many of the scientists involved, the story of how a complex mixture of scientific rigour and political expediency resulted in many of the scientists' more scary scenarios for climate change - those they constantly discuss among themselves - being left on the cutting room floor.

Dozens of climate scientists, including many of the leading lights of the IPCC study, came together two years ago this month to discuss "dangerous" climate change at a conference organised by the UK government in Exeter. They identified a series of potential positive feedbacks and "tipping points" not included in

current models of the Earth's climate system that could accelerate global warming or sea-level rise. These included the physical collapse of the Greenland ice sheet, rapid melting in Antarctica, a shut-down of the Gulf Stream in the Atlantic, and the release of carbon dioxide and methane from soil, the ocean bed and melting permafrost.

Yet last week's summary report virtually ignored most of the Exeter findings. One concern is that the huge ice sheets of Greenland and Antarctica could be close to disintegration. This would cause rises in sea levels that would be measured in metres, but the report restricts itself to noting that sea levels are rising by 3.1 centimetres a decade - still almost twice the rate of the early 1990s. Current climate models assume that the ice sheets

"Current models assume the ice sheets will melt only slowly, but many glaciologists no longer believe this will happen"

will melt only slowly, as heat works its way down through ice more than 2 kilometres thick. But many glaciologists no longer believe this is what will happen.

In reality, they say, ice sheets fracture as they melt, so water can penetrate to the bottom of the ice within seconds, warming its full depth and lubricating the frozen join between ice and the bedrock. Physical break-up of the ice sheets will happen long before thermal melting, they say.

Richard Alley, a US glaciologist who has published widely on the dangers, says climatologists

REASONS TO BE CAUTIOUS

Any committee that requires politicians to agree is going to take time arriving at a consensus. Last week climate scientists had to run the gauntlet of government delegations, who had to approve every word of the summary prior to publication.

Delegates spent five hours debating whether it was "extremely likely" or only "likely" that humans were responsible for global warming since the mid-20th century (See Graphs below for changes in man-made emissions). In the language of the IPCC, "extremely likely" means a greater than 95 per cent certainty and "likely" a certainty greater than 66 per cent. A hawkish British government delegation wanted the summary to say "extremely likely", the Chinese and Saudi Arabians wanted "likely", in the end exhausted delegates settled for "very likely", meaning a certainty of at least 90 per cent.

Old IPCC hands say that Saudi delegations have a track record of vocal intransigence in the face of scientists' findings; this time they were more constructive. The main problem came from the large Chinese delegation, which was asking for the removal of five key passages from the summary.

They got their way only once when, after a 10-hour debate on the relative influences of solar and human activity, an exasperated meeting agreed to remove a sentence saying that the change in radiative forcing - the heat entering the system - that is attributable to human activities was "likely" to have been at least five times

greater than that due to changes in solar activity. The Chinese argued that the influence of the sun could be greater.

"We let it go in the end, because the figure was in a graph anyway," says Kenneth Denman of the Institute of Ocean Sciences in Sidney, British Columbia, Canada (See "The solar effect", page 9).

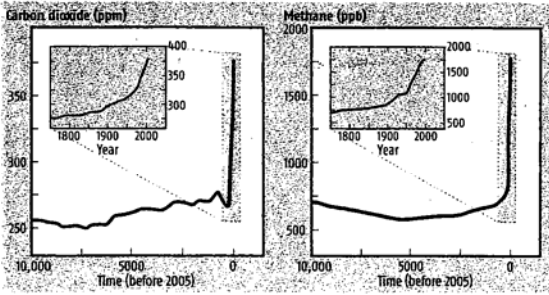
Fears that the US delegation might try to veto the scientists' findings proved unfounded. "We could all sense a change with the American delegation, which behaved with great scientific integrity," Denman says. Others put this down to the Democratic victory in November's congressional elections. "The timing could not have been better," says one scientist. "If we had been writing this report any time in the last five years, we would have expected a lot more trouble."

Other insiders complain that the US group in charge of the current assessment, headed by Susan Solomon of the National Oceanographic and Atmospheric Administration, has been inherently more cautious than the British team from the Met Office's Hadley Centre for Climate Change, who ran the previous three assessments. Fear of the wrath of sceptics back home may have contributed to their caution.

By and large, the scientists insist they forced down political interference. The prize of having governments formally sign off on the report will, they hope, make any compromises worthwhile.

THE RISE OF MAN-MADE EMISSIONS

The sharp rise in greenhouse gas concentrations provides strong evidence that human activity is "very likely" to be causing global warming



This week Climate change

have yet to be convinced that they need to rewrite their models, even though the rate of ice loss in Greenland has unexpectedly doubled in the past decade. The report does note that permanent Arctic sea ice is contracting by 7 per cent every decade.

"Our chapter of the report will say that Greenland is doing things that could make it disintegrate much faster than people think," Alley says. "But we don't have a strong basis yet for projecting exactly what the ice sheets will do." So, he says, the summary excluded the new thinking.

Last week another IPCC author, Stefan Rahmstorf of Germany's Potsdam Institute for Climate Impact Research, published a paper showing that world sea levels are rising 50 per cent faster today than predicted in the last IPCC report in 2001 (*Science*, DOI: 10.1126/science.1136843). Co-author Jim Hansen of NASA's Goddard Institute for Space Studies believes this is the first sign of a dramatic acceleration of sea level rise likely in the coming decades, as ice sheets start to disintegrate.

Both acknowledge in the paper that there may not yet be enough data to extrapolate a trend, but the IPCC last week reduced its estimate of worst-case sea level rise in the coming century from

"Real-world evidence was specifically excluded because it is not yet included in the models"

88 to 59 centimetres. Real-world evidence was specifically excluded, the IPCC said, because it is not yet included in the models.

Researchers outside the IPCC process have been outspoken in condemning this approach. Bob Corell, a leading US meteorologist and chairman of the Arctic Climate Impact Assessment, warned before the report's publication that any prediction of sea level rise of less than 1 metre would "not be a fair reflection of what we know".

The IPCC team also sidelined findings from the British Antarctic Survey. BAS researchers say that the Antarctic Peninsula is warming faster than almost anywhere on the planet. They have documented a sharp decline in sea ice around the peninsula, and warn that the giant West Antarctic ice sheet is "unstable and contributing significantly to sea level rise".

In contrast, the IPCC summary claims there are "no statistically significant average trends [in sea ice]," and that this is "consistent with a lack of warming, reflected in atmospheric temperatures



Where do we go from here?

averaged across the region". It asserts that overall "the Antarctic ice sheet... is expected to gain in mass due to increased snowfall".

Researchers at the UK's National Oceanography Centre, Southampton, will also feel overlooked. In 2005, they reported that the Gulf Stream slowed by about 30 per cent between 1957 and 2004. The Gulf Stream is a key feature of the world ocean circulation system, and any failure could have huge and unpredictable repercussions for world climate. But the IPCC summary insists that "there is insufficient evidence to determine whether trends exist".

Water vapour is increasing in the atmosphere, the summary says, thanks to more evaporation from the oceans. Weather systems are changing, with more intense droughts and tropical cyclones at low latitudes. Rainfall, when it occurs, is measurably heavier because the warmer air holds more moisture.

However, the summary fails to take up warnings made at the

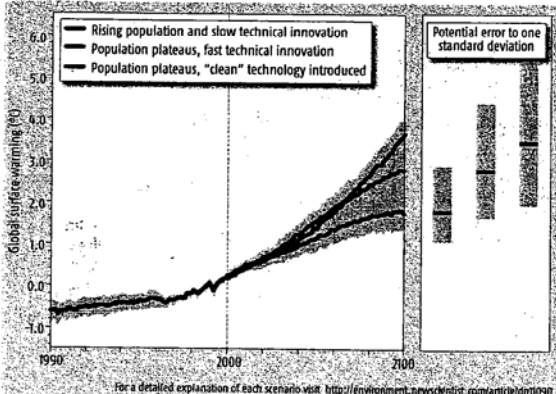
Exeter meeting about "carbon-cycle feedbacks" – the release of greenhouse gases from warm soils, forests, permafrost and seabeds. It does note that carbon dioxide is accumulating in the atmosphere at a record rate, with annual increases now a third greater than even 20 years ago.

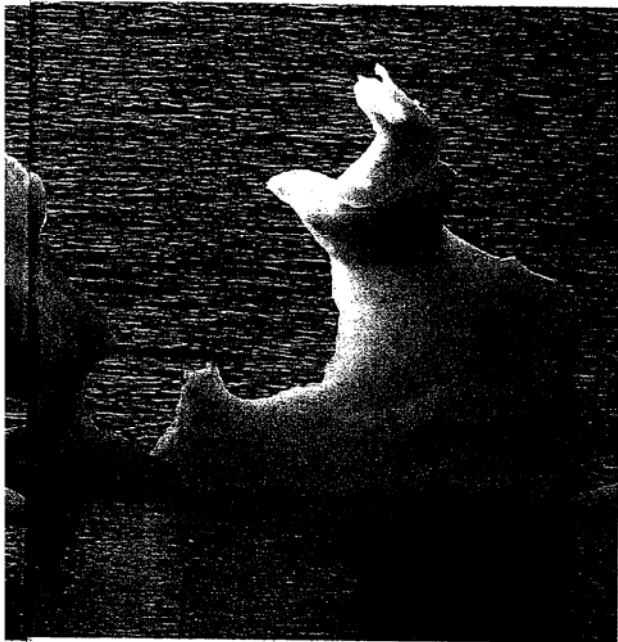
Another IPCC author, Venkatchalam Ramaswamy of the National Oceanic and Atmospheric Administration, told *New Scientist* that the IPCC's predictions of significant warming in northern latitudes should give urgency to assessing potential methane releases from Siberia and the Arctic. But, he said, his fears had failed to make it into the summary.

"The chapters went through three sets of reviews," said Ramaswamy. "Anything qualitative rather than quantitative was knocked out. And if it got into the chapter, then the question was whether it would get into the summary. By and large where there was ambiguity or controversy, it didn't make it."

GLOBAL TEMPERATURE PREDICTIONS

The 2007 IPCC Special Report describes several scenarios depending on what action is taken in the future, compared with a baseline temperature averaged between 1980 and 1999





The predictions go from bad to worse

IT TOOK three years to write and contains six years' worth of research. The full report, to be published later this year, will contain 11 chapters. One chapter alone, seen by *New Scientist*, runs to 150 pages and includes more than 850 references. The authors say it will resolve many critical questions about climate change and support the unequivocal language of the summary published last week.

Warming is now an "incontrovertible" fact for two reasons, the scientists say. First, because doubts raised by satellite data - which suggested that recent warming has been far less than surface thermometers indicate - have now been resolved. In short, the thermometers have been shown to be right (*New Scientist*, 20 August 2005, p 10). In any case, nothing else but global warming can explain the

rapid melting of ice round the world.

The declaration that warming is "very likely" to be due to human activity is justified by an increasing agreement between measurements from the real world and the detailed predictions of statistical models of warming. "It is a very rigorous statistical analysis, comparing measurements and models in space and time in a more detailed way than ever before," says Susan Solomon, head of the US group that led the assessment. Key to this has been the observed greater warming over land masses compared with the oceans, and the combination of warming in the lower atmosphere with cooling in the stratosphere.

Researchers also claim to have a better idea of how much warming from greenhouse gases is being masked by dust and smoke aerosols

put into the air by human activity. This again improves the match between models and the real world.

The team is also much more confident now about the unique nature of recent warming. The IPCC's 2001 summary report was heavily criticised for including a graph - known as the "hockey stick" - which purported to show that the world is now warmer than for at least the past 1000 years. The claim was based on sporadic proxy data such as tree rings, and was widely attacked. Now a huge amount of extra data collected since 2001 "all supports the interpretation that warming in the past half-century is unusual in at least the last 1300 years", the summary says.

Where does this leave the prognosis for the planet? The report sets the likely range of average temperature changes for a doubling of carbon dioxide concentrations -

"This amount of warming will likely deliver an ice-free Arctic and a 30 per cent drop in rainfall in subtropical regions"

expected around the end of the century - at between 2 and 4.5 °C. This is roughly in line with previous reports, though this time it adds, with a nod to possible positive feedbacks, "values substantially higher than 4.5 °C cannot be excluded".

This amount of warming will likely deliver an ice-free Arctic and a 30 per cent drop in rainfall in many subtropical regions, including a huge area from the Mediterranean and North Africa through the Middle East to central Asia, and another across southern Africa. Meanwhile, higher latitudes will get wetter as the air warms and storm tracks move, and hurricanes will become more intense.

Global warming, the report says, contains a deadly time lag. That's because 80 per cent of the extra heat currently being trapped by man-made greenhouse gases is being drawn into the oceans. As the oceans warm, more of that heat will remain in the air. Even if emissions of greenhouse gases were sharply reduced, the world would continue to warm by 0.1 °C per decade for some time. ● The summary is available at www.ipcc.ch

THE SOLAR EFFECT

It is one of the few areas where the sceptics' argument has had some force. What role has the sun played in recent climate change? As if to underline the controversy, last week's debate on this issue lasted some 10 hours.

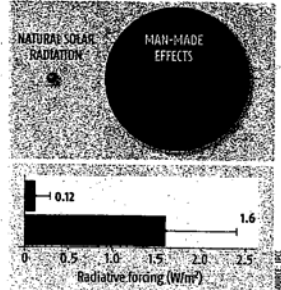
The scientists wanted to have their previous estimate of the maximum possible solar influence on warming over the past 250 years, from 40 per cent to 20 per cent. Government delegations from China and Saudi Arabia refused to accept that, based on new ideas about cosmic rays from outer space.

Cosmic rays ionise the atmosphere, which could, the theory goes, create clouds. Thus, anything that reduces the amount of cosmic rays could diminish cloud cover and so warm the Earth's surface. An increase in solar activity would do just that - by deflecting cosmic rays away from Earth. China and Saudi Arabia were buoyed by claims that small changes in radiation from the sun could be amplified by their potential effect on clouds. Thus, they said, the sun could have a greater effect than the scientists claimed.

Most climate scientists are unconvinced. "Right now there is no evidence," says IPCC author Piers Forster of the University of Leeds, UK. In any case, IPCC scientists believe, most of today's warming can be explained by man-made influences (see Charts below). But with a book due from solar radiation proponent Henrik Svensmark of the Danish National Space Center, this may not be the end of the matter.

THE SUN VERSUS HUMANS

Amount of radiation (or heat) entering the Earth's climate system, known as radiative forcing



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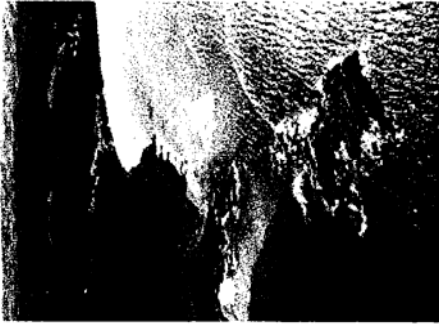

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 - > Plant Conservation Genetics
 - > Scanning Electron Microscopy
 - > Sustainable Forestry
 - > Whale Research
 - > Wildlife Research

Centre for Climate Change Studies

Contact: Dr Graham Jones graham.jones@scu.edu.au



There is now an urgent need to integrate the latest and most up-to-date information on climate change, with a view to obtaining a more predictive capacity of what this means for coastal communities around the world. The Centre for Climate Change Studies has therefore been set up to address three vital areas or objectives with respect to climate change and its effects on coastal communities in northern NSW and around Australia.

- (1) To seek sustainable solutions and opportunities for a changing Australian climate.
- (2) To assess the effects of diminishing water resources in northern NSW and SE Queensland if the regional climate becomes even drier than it is today.
- (3) To assess the effects of climate change on coastal erosion around Australia's coastline, particularly northern NSW and SE Queensland.

The community is now demanding solutions to what may prove to be our greatest environmental challenge. Clearly to meet this challenge we need the most informed and up-to-date scientific information by which we can be guided, and this information needs to be effectively communicated to potential users. This aim will be realised by organising workshops, forums, education and outreach programmes within Australia's coastal regions on the potential effects of climate change. We particularly seek interaction with industries in the northern NSW and SE Queensland region who would like the Centre to carry out research on their particular concern. This usually involves research being carried out by students of the School of Environmental Science & Management through our Industry-Environmental Science Linkage programme. If conditions do become even warmer and drier than they are today it will be those industries and communities who can adapt to these changing conditions more easily that will thrive. Adaptation to changing conditions will be easier for those communities and businesses that are better informed over the longer term.

The Centre works in collaboration with numerous individuals and organisations within the university, the local region, throughout Australia and overseas, providing a range and breadth of experience and knowledge usually unavailable to most

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On behalf of the School, let me extend to all new and returning students, a warm welcome to the School for the new Academic Year 2007/2008. To the new Environmental Science and Management students more

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organisations. The Centre was formed in July 2005, and one of its first initiatives was to organise a Regional Forum on "Climate Change & Coastal Communities" focusing on water resources, coastal erosion and resource planning. A current project includes obtaining a more accurate rainfall picture for the northern NSW region in order to generate a model that will predict future rainfall patterns in the region. Inquiries about Centre activities can be obtained by contacting the director, Associate Professor Graham Jones (E-mail: graham.jones@scu.edu.au)

1. [Climate Change and Coastal Communities \[pdf\]](#)
2. [Eutrophication Studies at Emigrant Creek Dam \[pdf\]](#)
3. [Carbon Geosequestration Research Programme \[pdf\]](#)

Regional Forum on Climate Change & Coastal Communities, Lismore, 3 June '05

Abstracts and Presentations are available for download in pdf format.

[Andrew Ash, CSIRO: \[abstract\] Climate change projections for northern NSW and southern Queensland \[pdf: 56k\]](#)

[Andrew Ash, CSIRO: \[presentation\] Climate change projections for north NSW and southern Queensland \[1.2m\]](#)

[Ann Farrell, BOM: \[presentation\] Observed climate change in Southeast Qld and Northern NSW \[pdf: 4.5m\]](#)

[Zvi Hochman et al, CSIRO: \[abstract\] Climate Change and Agriculture in Northern NSW and SE Qld \[pdf: 60k\]](#)

[Graham Jones, SCU: \[abstract\] Climate Change, Ocean Processes and the Hydrological Cycle \[pdf: 60k\]](#)

[Graham Jones, SCU: \[presentation\] Climate Change, Ocean Processes and the Hydrological Cycle \[4.7k\]](#)

[Prof. R.L. Miles, CQU: \[presentation\] Climate Change and the Implications for Water Resources \[6.3m\]](#)

[Des Schroeder, DIPNR: \[abstract\] Integrating Greenhouse with Strategic, Urban and Rural Planning \[pdf: 128k\]](#)

[Des Schroder, DIPNR: \[presentation\] Climate Change and the Coastal Communities of NSW and SE Qld \[pdf: 828k\]](#)

[Prof. Roger Tomlinson, Griffith University: \[abstract\] Climate Change and Coastal Erosion \[pdf: 40k\]](#)

[Prof. Roger Tomlinson, Griffith University: \[presentation\] Climate Change and Coastal Erosion \[pdf: 4.3m\]](#)

[Rous Water \[presentation\] Climate Change and the Implications for Water Resources \[pdf: 1.9m\]](#)

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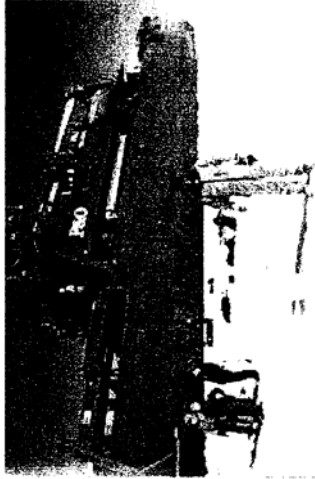
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Dr Graham Jones, BSc (Chemistry/Indust. Chem.)(Hons)(Bradford), MSc (Oceanography)(UCNW), PhD (James Cook University)

Associate Professor of Geochemistry

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Graham Jones is Associate Professor of Geochemistry with active research programmes in Earth Systems Science in Antarctica and the Great Barrier Reef. Prior to his appointment at SCU he was Foundation Lecturer/Senior Lecturer in Marine Chemistry at James Cook University. He is currently a member of the Australian National Committee for Antarctic Research (ANCAR), which aims to support national and international research in Antarctica, and is a member of the International Polar Year (IPY) committee, which will oversee Australia's contribution to IPY 2007. He is a member of the Editorial Board of the Journal "The Global Atmosphere and Ocean System."



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[Welcome from Head of School](#)

Graham leads a climate change research programme at SCU investigating the production of natural sulphur based aerosol compounds from the Antarctic Sea Ice Zone. This research is carried out collaboratively with the Australian Antarctic Division. A related programme is currently underway in the Great Barrier Reef (GBR) investigating the production of these sulphur based aerosols from coral reefs and how they might affect the radiative climate over reefs (New Scientist, 5th Feb 2005). He has participated in four international multidisciplinary research experiments in the Southern Ocean, including a recent large-scale iron enrichment experiment in the subantarctic with scientists from New Zealand, US, UK, Canada and Norway. Currently he is interested in predicting the effects of climate change on the water resources and agricultural industries in northern New South Wales and SE Queensland.

Graham has nearly 30 years experience in human impact studies in tropical and north temperate waters ranging from lakes, rivers, estuaries, coastal and oceanic waters.

He has participated in research and consultancy projects in the Caribbean, Atlantic Ocean, Irish Sea, Great Barrier Reef; and planned 15 voyages to the Southern Ocean with his PhD students over a period of 14 years. He is Course Coordinator for

Ross Goldingay, 12:26 PM 23/02/2007, Re: submission of Minor by Jane Stevens

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On behalf of the School, let me extend to all new and returning students, a warm welcome to the School for the new Academic Year 2007/2008. To the new Environmental Science and Management students [more](#)

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Environmental Chemistry and Coastal Geomorphology and Sedimentology at SCU; and teaches Global Climate and Ocean Systems at the National Marine Science Centre at Coffs Harbour.

Graham has written some 80 consultancy reports and publications, more than 50 of which appear in refereed national and international journals.

- 1: [Sulphur aerosols and climate change \[pdf\]](#)
- 2: [Southern Hemisphere Marine Aerosol Characterisation Experiment \(ACE-1\) \[pdf\]](#)
- 3: [BROKE-West \(Baseline Research on Oceanography, Krill and the Environment\)-2006 \[pdf\]](#)
- 4: [CORACE \(Coral Reefs Atmosphere Climate Experiments\) \[pdf\]](#)
- 5: [Carbon Geosequestration Research Programme \[pdf\]](#)
- 6: [Integrated Projects, Hons and Msc projects for students in 2007 \[pdf\]](#)
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Authorised by Acting Head, School of Environmental Science and Management, Dr Amanda Reichelt-Brushett [hqs.ssm@scu.edu.au]

Printed for Graham Jones <gjones@scu.edu.au>

1/03/2007

RECOMMENDATION:

That the information be received and noted.

ORDINARY ITEMS FOR CONSIDERATION

REPORTS THROUGH THE GENERAL MANAGER

REPORTS FROM SUB-COMMITTEES/WORKING GROUPS

1 [SUB-LTC] Minutes of the Local Traffic Committee Meeting held Thursday 15 March 2007

VENUE:

Peter Border Room

TIME:

Commencing at 9.00am.

PRESENT:

Committee Members: Mike Baldwin, Roads and Traffic Authority; Eric Fleming, NSW Police.

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

APOLOGIES:

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

MINUTES OF PREVIOUS MEETING:

RESOLVED that the Minutes of the Local Traffic Committee Meeting held Thursday 15 February 2007 were tabled at the meeting and accepted by the Committee as a true and accurate record of the proceedings.

Mr McKennariey's comments on the Minutes of the meeting held 15 February were noted by the Committee.

SCHEDULE OF OUTSTANDING LOCAL TRAFFIC COMMITTEE ITEMS

From Meeting Held 15/2/2007

9. Brett and Powell Streets, Tweed Heads

DW1536728; Parking Zones; Brett Street; Powell Street; SN: 167; 1062

"Request received for restricted 1 or 2 hour parking signage at the corner of Brett and Powell Streets, Tweed Heads in the access area near the entrance to the garage to the Albert Gardens building due to people parking in this area all day.

The Committee noted that Council is currently undertaking a car parking study for the precinct and the study will make recommendations to Council as to how parking should be managed in that precinct. It is expected that the report will be considered by Council in late April.

For Council's information."

Current Status: To be brought forward to the LTC for meeting in May 2007.

BUSINESS ARISING:

From Meeting Held 17/11/2005

5. Gibson Street, Oceanview Avenue, McPhail Avenue, Viking Street, Sutherland Street, Kingscliff

R2200 Pt1; R3240 Pt1; R3820 Pt1; DW1297654; Traffic - Committee; Roundabouts; Speed Zones; Weight of Vehicles

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

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

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

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

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

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

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

RECOMMENDATION:

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

From Meeting Held 15/3/2007

The load limit and signage on McPhail Avenue and Sutherland Street was reviewed.

RECOMMENDATION:

That a 4.5 tonne load limit be applied to McPhail Avenue from Turnock Street to Rob Roy Crescent and on Sutherland Street from the Seaview Street roundabout to the northern side of the Cudgen Creek Bridge.

From Meeting Held 15/2/2007

6. Bay Street, Tweed Heads

Bay Street, SN:90; Bus Zones; Parking - Zones; DW 1529931; Pollution - Noise; Pollution - Air; Bus Services - Stop

"Request received in relation to the increasing number of Surfside buses parking in Bay Street. The main issues are reported as follows:-

- *Bus parking in an unsafe manner*
- *Buses partially blocking roadway, other thoroughfares and the driveway entrance into Seascap*
- *Constant running of engines at all hours, despite buses being parked*
- *Fumes and noise pollution at all hours*
- *Unsafe bus driving practices (turns, driving on footpaths, parking etc)*
- *Excessive numbers of buses now using Bay Street causing congestion, narrowing of roadway, unsafe passing and driving conditions*
- *Lack of designated 'Bus Parking Only' parking bays*
- *Early hours of the morning activities - sweeping the car park, collection and transport of shopping trolleys and removal of rubbish*

It is suggested that there are several larger parking areas at the western end of Bay Street where buses intending to enter the eastern end of Bay Street could wait without disruption to traffic and residents with no need for there to be more than one bus at any given time.

The Committee noted there are an increasing number of complaints regarding the operations of Surfside Buslines throughout the shire and to avoid the need to introduce regulatory signage at various locations it was decided that the Committee should invite representatives of Surfside to attend the next Local Traffic Committee meeting to allow the issues to be discussed. A representative from the Ministry of Transport will be invited to the same meeting.

For Council's information."

From Meeting Held 15/3/2007

Surfside Representatives David Bishara and Tony Judd and Rob Spragg (TSC) attended the meeting at 10:50am. The Ministry of Transport Representative was unable to attend.

Surfside advised that major service improvements have occurred in Tweed and the Gold Coast over the last 12 months and that infrastructure has not been improved in NSW along with these changes. Funding from the Gold Coast has supported this infrastructure for Qld.

Surfside stated that Bay Street is an appropriate place to turn buses around. There are 2 types of turnaround, when a driver has a set break (30 mins to 1 hr) and in this situation engines must be turned off. Peak requirement at any one time in Bay Street should be able to handle this without reducing parking availability for others. These drivers do not have time to look for parking. 40% of these services are NSW services.

The Committee noted that Bay Street is the terminus of operations as Coolangatta is the end of the line as far as Qld is concerned. They terminate at Tweed Centro as being the next main stop as people do want to go to Tweed, rather than having to change buses to get there. Tweed Centro is the main terminus, which has always been the case.

There are also 10min turnarounds.

Mr Bishara advised that there have been ministerial discussions on the whole picture of public transport services on the border bringing together air, bus, coach travel etc.

It was noted that huge costs are involved if drivers have to return to the Depot for breaks. This cost would have to be provided by Translink.

Surfside requested the allocation of bus zones for parking in Bay Street and advised that engines should not be kept running when buses are parked. Where drivers have 10 minute turnarounds is a different issue and the most appropriate area for this is next to Jack Evans Boat Harbour. On the southern side of Boundary Street there are 3 angle parking zones and it has been noted by Surfside that there do not appear to be parking issues at this location. If 2 angle parking zones were rezoned as bus zones this would accommodate 2 buses for the 10 minute turnaround drivers. This is seen as a short term issue.

Aerial photographs were viewed and it was noted that 7 bus bays are required for drivers breaks and 4 bus bays are required for 10 minute turnarounds.

It was noted that speeding Surfside buses are often reported to Council and Police. Council undertook to inform people making these complaints that they should take the number and route details of the buses involved.

Rationalisation of school bus routes was discussed and Surfside were asked what the current status was. The current school network is 10 years old with the development of the area outpacing the current service network. This is to ensure that the majority of students get home with minimal walking distances and that a consultation process occurs to ensure this happens. Designated bus stops are necessary in this regard. Surfside are currently performing an audit on all bus stops in the area. This audit is being put through Rob Spragg and will be referred to the Local Traffic Committee for comment.

The Surfside Representatives thanked Council for the opportunity to meet with the Local Traffic Committee.

David Bishara, Tony Judd and Rob Spragg left the meeting at 11:45am.

RECOMMENDATION:

That:-

1. "No Parking Buses Excepted" signage be installed on Bay Street adjacent to the Centro Shopping Centre.
2. "No Entry to Buses" signage be installed for eastbound traffic on Bay Street east of the Centro undercover car park entrance.
3. "No Stopping" signs be installed on the south side of Bay Street between the driveway to Centro to the new bus parking area.

From Meeting Held 15/2/2007

10. Wardrop Lane, Murwillumbah
DW1540562; Wardrop Lane; Ppty: 18241; Access to Ppty - Driveways; Parking Zones

"Request received for one way traffic flow in Wardrop Lane from Greville Street to Stafford Street (south to north). This is due to many parked vehicles making access into properties difficult.

The Committee noted that further investigation is required. To be deferred to the March meeting of the Local Traffic Committee.

For Council's information."

From Meeting Held 15/3/2007

The Traffic Committee noted that inspections have shown that parking does not seem to be a major issue in this area however it will continue to be monitored and brought back to the Committee if problems are observed.

For Council's information.

GENERAL BUSINESS:

PART A

1. Tweed Coast Road and Morton Street, Chinderah
Traffic - Safety; Morton Street, Tweed Coast Road; Roundabouts; DW 1550675

Request received in relation to the potential conflict with vehicles heading east on the Tweed Coast Road from the Chinderah Roundabout (Pacific Highway) wishing to turn left into Morton Street and the conflict with vehicles merging from the Pacific Highway off ramp (southbound).

The Committee noted that drivers need to exercise care in this location however adequate road space and line markings exist to enable drivers to merge into whichever lane is appropriate for their needs.

Visibility and sight distance for all traffic movements was considered satisfactory and the speed limit in the area is 60kph.

The Committee noted that when Ozone Street is connected through to the Coast Road the Morton Street intersection may be closed or left partially open however this is dependent on the adjoining development.

For Council's information.

2. Wharf and Main Streets, Murwillumbah
DW1542063; Car Parks - Murwillumbah; Traffic- Parking Zones; Murwillumbah Street, Wharf Street, Murwillumbah; DW 1542063

Request received for the parking areas and signage in Wharf Street/Main Street to be changed from one (1) hour to two (2) hour limits until the construction work is due to commence, with a review being undertaken at that time.

The Committee noted that the 1 hour parking was introduced as a trial at the request of the Chamber and accordingly does not have any objections to the parking restrictions reverting back to what existed prior to the trial.

RECOMMENDATION:

That 2 hour parking be reinstated in the Murwillumbah CBD as per the pre-trial restrictions.

3. Barrett Street, West Tweed Heads

DW 1549025; Traffic - Directional Signs; Traffic - Parking Zones; Parking - Illegal; Traffic - Safety; Barrett Street

Request received for review of traffic conditions and parking on both sides of the street. It is reported that residents are finding it difficult to exit their driveways because of the way vehicles are parked.

The area has been inspected several times and it is acknowledged that on-road parking is occurring on both sides of the road however drivers need to slow down and give way where necessary. Prohibitive parking is not recommended at this stage.

For Council's information.

4. Marine Parade, Kingscliff

Regulatory Signs; Directory Signs; Cycleways - Kingscliff; Pedestrian Walkway/Boardwalk; Traffic - Safety; Marine Parade; DW1545390; 1479139; 1552229

Request received in relation to the use of the footpaths on both sides of Marine Parade, Kingscliff by cyclists. It is reported that the footpath is constantly in use by cyclists, usually at high speed and the safety of cyclists from cars exiting properties and safety of pedestrians walking is a concern. The provision of signage informing cyclists to use only the shared cycleway/walkway and not the pedestrian footpath between Jack's Shop and Turnock Street has been requested.

The Committee noted that cyclists over the age of 12 are not allowed to ride on a footpath unless it is signed as a cycleway.

Police and Council Rangers will liaise to undertake an enforcement campaign in this area.

For Council's information.

5. Cudgen Road and Tweed Valley Way, Stotts Creek

DW1553795; 1554660 Traffic - Safety; Signs; Tweed Valley Way; Cudgen Road

Request received for the provision of "Stop" signs at the intersection of Cudgen Road and Tweed Valley Way, Stotts Creek.

The Committee discussed the issue and is concerned about the number of crashes occurring at the intersection and requested that the Road Safety Officer perform a crash analysis and report back to the Committee on proposed remedial actions.

For Council's information.

6. Proposed Bicycle Races 3, 5 and 6 May 2007

DW1554943; Bicycle - Matters; Traffic Committee; Traffic – Control Holland Street; Tweed Valley Way; Wooyung Road

Request received for a series of selection trial races for the Under 19 Mens and Womens 2007 team events as well as Oceania Road Championships for the Elite Men and Women events, which are national series.

It is proposed to start and finish the races at the junction of Holland Street and Tweed Valley Way, Murwillumbah.

It is proposed that the time trials will be conducted on Wooyung Road on 3 May between the hours of 11:00am and 4:00pm and road closure is sought for this time period, as has been the case for the past 3 years.

There will be official control in terms of traffic controllers on all major intersections, illuminated lead vehicles, spares, motorcycle marshals and medical support, with Police presence.

Copies of the traffic control plans, race routes and running sheets will be tabled at the meeting.

The Police Representative advised that there were no problems last year.

RECOMMENDATION:

That the Committee supports the conduct of the Selection Trial Races on 3, 5 and 6 May 2007, subject to standard conditions for this type of events and Commissioner of Police approval.

7. Smiths Creek Road, Stokers Siding

DW1555988; 1556148; Traffic - Committee; Safety; Parking; Smiths Creek Road

Request received regarding parking outside 963 Smiths Creek Road. It is reported that the road at 963 is narrow without line markings and when a large bus parks at this location causes blind spots for motorists and pedestrians.

It appears the owner of the property is running a business involving a nursery that generates patrons arriving by bus which then subsequently illegally parks causing dangerous traffic situations on Smiths Creek Road. It was also noted that several cars are often observed parking adjacent to the same property causing similar problems.

It appears the owner may have approval to operate a nursery with no sales to the public from that property. The current activities of running lectures or tours without providing adequate on-site car parking needs to be pursued and it is not considered desirable to introduce parking restrictions in remote areas such as this when other remedies are available.

The Committee requested this matter be referred to the Director Planning & Development.

For Council's information.

8. Piggabeen Road and Cobaki Road, Piggabeen

DW1553922; Traffic - Speed Limits; Cobaki Road; Pty: 13840

Request received for review of the speed limit on Piggabeen and Cobaki Roads.

The Committee noted that 100kph is the statutory maximum speed limit and that drivers are required to drive in a speed and manner suitable for the road conditions. There is not a significant crash history.

The speed limit will be reviewed as development occurs in this area. The Committee does not therefore support a change to the speed limit.

For Council's information.

9. Amber Road, Tweed Heads South

DW 1558836; 1558837; Amber Road; Traffic - Parking Zones; Safety

Request received for a 2 minute parking limit for some of the parking on the east side of Amber Road, Tweed Heads South. This will allow staff to access the pump station situated in the footpath and allow for the establishment of a Traffic Control Plan for works in and around the pump station.

The Committee discussed the issue and the use of permanent prohibitive parking signage is not recommended as temporary work signage should be erected when required.

For Council's information.

10. Stuart Street, Tweed Heads

DW1555733; Traffic - Parking Zones; Disabled Matters; Stuart Street

Request received for the provision of a disabled parking space in Stuart Street near the orthopaedic shoe shop at Shop 9 Stuart Street, Tweed Heads.

The Committee noted that a disabled space exists in Bay Street opposite Stuart Street.

It was also noted that Council cannot provide on-street disabled car parks at every business that may generate demand for such spaces. Generally these spaces should be provided on-site and it is noted that the subject property has a large car park at the rear which could easily accommodate a disabled car space.

The Committee suggested that Council write to the owner of the property requesting a disabled car space be provided on-site.

For Council's information.

11. Pearl Street, Kingscliff

DW 1558826; 1559829; Pty: 13334; Local Area Traffic Management; Traffic - Safety;
Pearl Street

Request received for Local Traffic Committee approval of a 23m construction zone at 11-13 Pearl Street, Kingscliff incorporating a parking area and associated hoarding in close proximity to the children's school crossing.

The Committee noted that there are major issues with this request due to close proximity to the school. The information provided is considered inadequate and does not address the impact on pedestrians especially school children, school buses and commuter buses, nor are adequate dimensions provided to determine how much of the traffic carriageway is being closed and whether or not the footpath area would be used.

The Committee suggests the applicant address these issues setting out details of what is proposed such as footpath diversions and evidence that the proposal has been discussed and supported by the school principal.

For Council's information.

PART B

1. Development Application DA07/0205 - 30 bed Inpatient Extension to Tweed Heads District Hospital at Lot 628 DP 655740 Keith Compton Drive, Tweed Heads

DW1556772; 1558119; DA07/0205; Hospital - Tweed Heads; Traffic - Parking; Keith Compton Drive; Pty 12082; Proclaim - Development Applications

Request received for extension to the approved 'Education / Ambulatory Building' at Tweed Heads Hospital.

The extension is essentially comprised of an additional level to the building, facilitating an increase of 30 beds and generates the need for approximately 15 car spaces as part of a new in-patient unit on Level 2.

The Committee noted that this item does not need to be referred to the Local Traffic Committee as RTA guidelines state that for under 50 car parking spaces the Local Traffic Committee does not need to address the application.

However the Committee noted that parking on the site is inadequate and improvements should be made as a matter of urgency.

For Council's information.

NEXT MEETING:

The next meeting of the Local Traffic Committee will be held 19 April 2007 in the Peter Border Room commencing at 9.00am.

The meeting closed at 1:30pm.

DIRECTOR'S COMMENTS:

Nil.

DIRECTOR'S RECOMMENDATIONS:

BUSINESS ARISING:

From Meeting Held 17/11/2005

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

As per the Committee's recommendation being:

"That a 4.5 tonne load limit be applied to McPhail Avenue from Turnock Street to Rob Roy Crescent and on Sutherland Street from the Seaview Street roundabout to the northern side of the Cudgen Creek Bridge."

From Meeting Held 15/2/2007

6. Bay Street, Tweed Heads
Bay Street, SN:90; Bus Zones; Parking - Zones; DW 1529931; Pollution - Noise;
Pollution - Air; Bus Services - Stop

As per the Committee's recommendation being:

"That:-

1. *"No Parking Buses Excepted" signage be installed on Bay Street adjacent to the Centro Shopping Centre.*
2. *"No Entry to Buses" signage be installed for eastbound traffic on Bay Street east of the Centro undercover car park entrance.*
3. *"No Stopping" signs be installed on the south side of Bay Street between the driveway to Centro to the new bus parking area."*

GENERAL BUSINESS:

PART A

2. Wharf and Main Streets, Murwillumbah
DW1542063; Car Parks - Murwillumbah; Traffic- Parking Zones; Murwillumbah
Street, Wharf Street, Murwillumbah; DW 1542063

As per the Committee's recommendation being:

"That 2 hour parking be reinstated in the Murwillumbah CBD as per the pre-trial restrictions."

6. Proposed Bicycle Races 3, 5 and 6 May 2007
DW1554943; Bicycle - Matters; Traffic Committee; Traffic – Control Holland Street;
Tweed Valley Way; Wooyung Road

As per the Committee's recommendation being:

"That the Committee supports the conduct of the Selection Trial Races on 3, 5 and 6 May 2007, subject to standard conditions for this type of events and Commissioner of Police approval."

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CONFIDENTIAL ITEMS FOR CONSIDERATION

REPORTS THROUGH GENERAL MANAGER IN COMMITTEE

REPORTS FROM THE DIRECTOR ENGINEERING AND OPERATIONS

1 [EO-CM] Naming of Portion of Parkland South of Cudgen Creek

REASON FOR CONFIDENTIALITY:

This report is **CONFIDENTIAL** in accordance with Section 10A(2)(a) of the Local Government Act 1993, which permits the meeting to be closed to the public for business relating to the following: -

- (a) personal matters concerning particular individuals (other than councillors)

REPORTS FROM THE DIRECTOR ENVIRONMENT & COMMUNITY SERVICES

2 [EC-CM] Proposed Agreement Swim Coaching/Learn to Swim - Kingscliff Pool

REASON FOR CONFIDENTIALITY:

This report is **CONFIDENTIAL** in accordance with Section 10A(2)(a) of the Local Government Act 1993, which permits the meeting to be closed to the public for business relating to the following: -

- (a) personnel matters concerning particular individuals (other than councillors)
- (c) information that would, if disclosed, confer a commercial advantage on a person with whom the council is conducting (or proposes to conduct) business
- (g) advice concerning litigation, or advice that would otherwise be privileged from production in legal proceedings on the ground of legal professional privilege

