



TWEED SHIRE COUNCIL

AGENDA

OPERATIONS COMMITTEE MEETING

Tuesday 10 July 2007

Chairman: Mr Frank Willan

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



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ITEMS FOR CONSIDERATION OF THE COMMITTEE:

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REPORTS THROUGH THE GENERAL MANAGER

01 [TCS-OC] Tender for Audit Services

ORIGIN:

Financial Services

SUMMARY OF REPORT:

The tender process for the supply of audit services to Council closed on 15 June 2007. This report recommends the acceptance of the tender from Thomas Noble & Russell for a term of six (6) years.

RECOMMENDATION:

That Council accepts the tender from Thomas Noble & Russell for the supply of audit services for a term of six (6) years at a cost of \$63,000, indexed annually in accordance with movements in weekly earnings for private sector as per ABS, commencing 1 July 2007 to 30 June 2013.

REPORT:

Background

Council is required under Section 422 of the Local Government Act to appoint a suitably qualified person as its Auditor for a period of six (6) years. Council's current audit contract expires on 30 June 2007.

Audit Requirement

The audit services tender includes an audit coverage which will enable an opinion to be expressed on the fairness and compliance of the financial statements with any provisions of statutes, Code of Accounting Practice and Accounting Standards related to the form and content of the statements.

In addition the Auditor would be expected to provide services such as evaluating the effectiveness and efficiency of internal control and accounting systems and interpretations of relevant new or revised accounting standards or legislation.

The Tender requested the following specific services to be addressed:-

- Audit of the Council's General Purpose Financial Statements;
- Audit of the Council's Special Purpose Financial Reports;
- Audit of expenditure of government grants requiring a separate audit report;
- Audit of annual workers compensation insurance declaration;
- Audit of four pensioner rebate claims lodged during the course of a financial year;
- Audit of the annual rating return to be lodged with the Department of Local Government;
- Audit of Domestic Waste Management Reasonable Cost; and
- Half yearly inspection (interim audit) of Council's accounting records as required by Clause 228 of the Local Government (General) Regulation 2005.

In providing the audit services listed above the following audit outcomes are also required:

- Provision of the necessary reports required in relation to the annual general purpose financial reports and specific purpose financial reports of Tweed Shire Council required in accordance with Section 415 to 417 of the Local Government Act 1993.
- Provision of the necessary reports on the audit of items contained in requirements above.
- Provision of a management letter detailing any matters arising during the course of the audit and not otherwise provided in relation to the annual general purpose financial reports and special purpose financial reports.
- A management letter is also required on matters arising from the interim audit of Council's accounting records. This management letter should include any suggestions for improvement in financial controls or procedures and potential suggestions for improvement in the efficiency and economy of available resources.
- The meeting of all agreed deadlines to ensure any required audit reports are provided by the designated deadline whether the deadline is statutory or otherwise.
- The auditor will be required to present his report to a committee meeting of Council and address Council on the audit and financial position of the Council annually.

Tender Submissions

Council received for (4) replies to the advertised Tender:-

RSM Bird Cameron Partners	Sydney
Thomas Noble & Russell	Lismore
UHY Haines Norton	Sydney
WHK Cressey Lynch	Benowa

The assessment of tender submissions was based on the following criteria:-

Criteria	Weighting
1 Price	40
2 Capacity – including quality and availability of workforce	15
3 Quality and depth of audit performance and experience	20
4 Value added services	10
5 Technical Expertise	10
6 Referees	5

As a result of the assessment undertaken by Council Officers, it is recommended that Council accept the tender of Thomas Noble & Russell for the supply of audit services for a term of six (6) years commencing 1 July 2007 to 30 June 2013.

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

Nil - Audit fees included in 2007/2008 Budget.

POLICY IMPLICATIONS:

Nil.

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).

The attachment is listed as CONFIDENTIAL in accordance with Section 10A(2)(d) of the Local Government Act 1993, as discussion of the information in open Council would disclose commercial information, may prejudice the commercial position of the person who supplied it, or confer a commercial advantage on a competitor or reveal a trade secret.

Information within the attachment identifies the individual tenderer and the evaluation process that has been undertaken by Council in determining the preferred tender. Disclosure of this information is determined to not be in the public interest.

1. **Confidential Attachment** - Tender Evaluation (DW1628066)
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O2 [TCS-OC] 2007/2008 Fees & Charges - Stormwater Drainage Application Fees**ORIGIN:****Financial Services****SUMMARY OF REPORT:**

The 2007/08 Stormwater Drainage Application fees require amendment and subsequent public advertising to reflect increases in the consumer price index.

RECOMMENDATION:

That the 2007/2008 Stormwater Drainage Application fees, as detailed below, be placed on public exhibition for twenty-eight (28) days:-

2007/08 Stormwater Drainage Application

<ul style="list-style-type: none">• Application for approval to connect to private drain with public drain – per lot (includes inspection fee)	\$130.00
<ul style="list-style-type: none">• Application for erosion and sediment control plan(calculated at \$18 per 1,000m² of lot area)	Minimum \$54.00 Maximum \$2,700.00
<ul style="list-style-type: none">• General inspection fee including inspection of previously installed stormwater control device or additional stormwater drainage inspections.	\$100



REPORT:

The 2007/08 Stormwater Drainage Application fees were included in the 2007/10 Management Plan incorrectly. These fees require amendment to reflect increases in the consumer price index as follows:

2007/08 Stormwater Drainage Application

<ul style="list-style-type: none">• Application for approval to connect to private drain with public drain – per lot (includes inspection fee)	\$130.00
<ul style="list-style-type: none">• Application for erosion and sediment control plan (calculated at \$18 per 1,000m² of lot area)	Minimum \$54.00 Maximum \$2,700.00
<ul style="list-style-type: none">• General inspection fee including inspection of previously installed stormwater control device or additional stormwater drainage inspections.	\$100

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

Nil.

POLICY IMPLICATIONS:

Nil.

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Nil.

O3 [EO-OC] Review of Surf Life Saving Activities

ORIGIN:

Recreation Services

FILE NO: Surf Life Saving

SUMMARY OF REPORT:

Council adopted the Surf Life Saving Strategy 2020 in April 2006 and resolved that a review of Surf Life Saving Activities be carried out after the 2007/2008 beach season.

After consultation with senior executives of Surf Life Saving NSW in June, it is proposed to conduct an "Aquatic Risk & Safety Audit" of Tweed Shire Beaches.

The Audit will be used as the major resource for the 07/08 review of Surf Life Saving Activities.

A timetable to carry out the review has been prepared and it is expected that a final report and recommendations will be presented to Council in April 2008.

RECOMMENDATION:

That Council:-

- 1. Obtains an "Aquatic Risk & Safety Audit" for Tweed Shire Beaches.**
- 2. Endorses the timetable in this report for the 2007/2008 review of Surf Life Saving Activities.**

REPORT:

1. Background

1.1 Tweed Surf Life Saving Strategy 2020

In March 2004, Council resolved to prepare a Surf Life Saving Strategy.

A draft strategy was developed in consultation with senior executives and staff of Surf Lifesaving NSW, Surf Life Saving Far North Coast Branch and representatives from Fingal Rovers SLSC, Cudgen Headland SLSC and Cabarita SLSC.

After public exhibition and consultation, the Strategy was adopted in April 2006 with the following resolution:-

"Council:-

- 1 Adopts the Tweed Surf Life Saving Strategy 2020 and implements its actions subject to budget constraints and requirements of Council's Risk Management Strategy.*
- 2. Establishes a Beach Safety Liaison Committee consisting of an Administrator or nominee, Manager Environment and Health, Manager Recreation Services, Chairperson of the Coastal Committee, one representative from each of the Shire's surf clubs and one representative from the Far North Coast Branch of Surf Life Saving NSW. The Committee is to be a "sunset" committee to July 2008.*
- 3. Determines the functions of the Beach Safety Liaison Committee to be as follows:-*
 - a. Specifically review the proposed actions contained within the Tweed Surf Life Saving Strategy 2020 and to provide advice to Council on their appropriateness by 30 September 2006.*
 - b. Advise of any other suggested actions.*
 - c. Advise Council on possible thresholds that may be used to determine when new or expanded lifeguard services may be required and as an alternative advice on possible consolidation of resources into the four beach areas currently patrolled by surf clubs.*
 - d. Review the surf lifesaving activities after the 2007/2008 beach season and provide a final report with recommendations to Council by July 2008.*
 - e. Consider opinions from other relevant groups.*
- 4. Council officers to report to Council on the per unit cost for a single lifeguard patrol service."*

1.2 Paid Surf Life Saving

The Tweed Surf Life Saving Strategy 2020 endorses the provision of paid Life Saving Services to supplement the services provided by the volunteer Surf Life Saving Clubs at weekends.

In a public tender process, Council resolved to provide these supplementary services by a contract with Surf Life Saving Services Pty Ltd (the commercial contracting arm of Surf Life Saving NSW) as follows:-

Christmas Holidays:

- | | |
|--------------------|--|
| ▪ Monday to Friday | Cudgen Beach
Cabarita Beach
Fingal Beach |
| ▪ 7 Days/Week | Flagstaff Beach
Hastings Beach
Pottsville Beach
Casuarina Beach |

Easter:

Flagstaff Beach
Hastings Beach
Pottsville Beach

1.3 Implementation of Tweed Surf Life Saving Strategy 2020

A summary of implementation actions to date was presented to Council's meeting 29 May 2007.

The Beach Safety Liaison Committee (BSLC) was formed as resolved and has met on 4 occasions being 22 June 2006, 24 August 2006, 23 November 2006 and 20 February 2007.

Council staff have continued to liaise with and seek the expert advice from the staff of Surf Life Saving NSW who are the peak body for surf life saving and associated beach management in NSW.

At the Council meeting held 19 June 2007 Council resolved to implement two further policies relating to surf life saving being:-

- Risk Management review of warning signage
- Trimming of vegetation in front of surf clubs

During June 2007, the Manager Recreation Services has liaised with the Cabarita SLSC and attended site visits to facilitate resolution of location issues for the Pottsville Surf Life Saving Outpost.



Council staff are currently auditing and mapping emergency information signage at beach accesses with a view to determining an appropriate numbering system suitable for all emergency service organisations.

Item 3 (d) of Council's resolution adopting the strategy in April 2006 required:-

"d. Review the surf lifesaving activities after the 2007/2008 beach season and provide a final report with recommendations to Council by July 2008."

Council Administrators met Surf Lifesaving NSW Deputy CEO and General Manager Operations Peter James and Craig Roberts, Operations Manager (Lifesaving & Education) on Monday 18 June 2007 to discuss how the review should be progressed and the methodology to be used. It was agreed at this meeting that an "Aquatic Risk & Safety Audit" should be prepared for Tweed Shire Beaches and this would be the major resource used for the 2007/2008 review. The Audit will be consistent with current best practice and standards and provide:-

- An audit of the current status of hazards and their management on the foreshore, beach access points and in the surf zone
- Recommendations for lifesaving services including location, equipment, duration and personnel required to minimize future risks to beach users.

2. Proposed 2007/08 Review of Surf Life Saving Activities

The following timetable is proposed for the 2007/08 review:-

Time	Activity	Comments
Aug 07	Prepare brief for Aquatic Risk & Safety Audit of Tweed Shire beaches	BSLC to sign off on brief
Sept	Tendering for Audit	
Oct/Dec 07	Audit in progress	
Dec 08	Audit received	BSCCL review Audit
Jan 08	Report to Council with Draft Changes to Surf Life Saving Activities arising from consideration of Audit.	
Feb/Mar 08	Draft Changes on exhibition, workshops on proposals, submissions invited.	BSCCL involved in process
Mar/April 08	Final report and recommendations prepared	Will also contain costings and impact on upcoming 08/09 budget
April 08	Council consider final report & recommendations determine outcome.	

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

The review process could lead to substantial increases in surf life saving budget for 2008/09 and beyond.

The proposed review needs to be consistent with Council's risk management strategy. Funds for the Audit and review are provided in Council's 7 Year Plan.

POLICY IMPLICATIONS:

The review will Impact on Council's safety and risk management policies.

UNDER SEPARATE COVER/FURTHER INFORMATION:

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O4 [EO-OC] Quarterly Variation Report for Contract EC2005-033 - Construction of the Kingscliff Sewage Treatment Plant: June 2007**ORIGIN:****Contracts****FILE NO: GC12/3-200533 Pt1; Site File No. 34B1****SUMMARY OF REPORT:**

At the Council meeting of 30 November 2005, a contract was awarded to Belmadar Constructions Pty Ltd (now the FRH Group Pty Ltd) for the construction of the Kingscliff Sewage Treatment Plant. The aim of this project is to upgrade the existing plant capability to service current and projected demand up to 25,000 EP (First Stage).

Construction commenced on 6 February 2006 and is scheduled to be finished by December 2007.

The Council decision required reporting, on a quarterly basis, on variations approved under delegation by the Director of Engineering and Operations. The total of approved variations to the end of June 2007 is \$1,919,187.45 (GST excl). This is within the current limit of delegated authority of 15% of the original contract sum (i.e. \$4,495,610.00 - GST excl).

In addition to the variations detailed in this report for the quarter to 30 June 2007, there are a number of other variations (and potential variations) under consideration resulting from changes to the scope of works, poor foundation conditions (Latent Condition) and associated delays underlying part of the site. This will result in further variations to the contract sum, potentially of the order of \$700,000.00.

RECOMMENDATION:

- 1. That the June 2007 Quarterly Variations of net value of -\$349,973.41 (exclusive of GST) for Contract EC2005-033 Construction of the Kingscliff Sewage Treatment Plant, be received and noted: -**
 - a) Variation No.58 – Additional piping works, conduits and valves (\$6,377.00 GST excl).
 - b) Variation No.59 – Sludge Harvest/WAS Rising Main Cross-Connection (\$8,076.29 GST excl).
 - c) Variation No.60 – Variation as per Superintendents memo dated 19/09/2006. DCP Tests (\$1,560.00 GST excl).
 - d) Variation No.61 – Deletion of Water Feature in Control Building Carpark (-\$21,069.00 GST excl).
 - e) Variation No.62 – Delete 48m of pipelines (2x500 SRM, 1x150 WM, 1x600 EM) (-\$23,650.00 GST excl).



- f) Variation No.63 – Emergency Stop Facilities for Clarifiers (2 No) and Aerators (3 No) (\$23,543.00 GST excl).
- g) Variation No.64 – Supply and Install 24 dual channel signal isolators for the PLC Analogue Inputs (\$18,330.00 GST excl).
- h) Variation No.65 – Changes to Roadworks Around the Sludge Lagoons (\$14,535.30 GST excl).
- i) Variation No.66- Deletion of Septage Pump Station (-\$156,749.00 GST Excl).
- j) Variation No.67- Additional works to the Sludge Dewatering Facility (\$11,466.00 GST Excl).
- k) Variation No.68- Deletion of upgrading roadworks to Altona Rd, Chinderah (-\$351,578.00 GST Excl).
- l) Variation No.69- Additional costs incurred by FRH due to poor foundation conditions underlying the Secondary Effluent Pump Station (\$86,980.00 GST Excl).
- m) Variation No.70- Delay- Extra depth of topsoil (\$32,205.00 GST Excl).

REPORT:

Following the awarding of Contract EC2005-033 to Belmadar Constructions Pty Ltd (now the FRH Group Pty Ltd) for the Construction of the Kingscliff Sewage Treatment Plant (STP), construction commenced 6 February 2006.

The major variations for the June quarter have been a consequence of either:-

- Deletion of various works considered not essential at this point in time or improvement to the safe, effective or efficient operation of the Plant.
- Delays caused by latent conditions (poor foundations) and subsequent additional works to rectify,
- Redesign to improve operational performance of electrical and communications systems,
- Other minor design changes.

In accordance with the Council decision requiring a quarterly report on variations, the subject variations, during the June quarter 2007, are listed for Council's information, as follows:-

Variation No.	Description	Amount (excl GST)	Status
58	Additional piping works, conduits and valves including: Alternative Location of 4 off Harvested Sludge Connection Points; Revised Route of Incoming HV Electrical Supply; Gate Valves to Potable Water Systems.	\$6,377.00	Approved
59	Sludge Harvest/WAS Rising Main Cross-Connection: additional to that shown on the Contract Documents.	\$8,076.29	Approved
60	Variation as per Superintendent's memo dated 19/09/2006. DCP Tests: Additional geotechnical investigations to verify ground conditions.	\$1,560.00	Approved
61	Deletion of Water Feature in Control Building Carpark: Due to ongoing water maintenance and usage issues deemed not appropriate.	-\$21,069.00	Approved
62	Delete 48m of pipelines (2x500 SRM, 1x150 WM, 1x600 EM): Original design did not take into account existing cane drain, Council decided to redesign and construct in house to save costs.	-\$23,650.00	Approved
63	Emergency Stop Facilities for Clarifiers (2 No) and Aerators (3 No): Deemed to be required after awarding contract but not in original design/contract documents.	\$23,543.00	Approved
64	Supply and Install 24 dual channel signal isolators for the PLC Analogue Inputs: Deemed to be required to protect field located analogue instruments from damage due to lightning strikes.	\$18,330.00	Approved
65	Changes to Roadworks Around the Sludge Lagoons: Additional safety fencing and longer hire period, changes to roadworks levels and extra establishment/disestablishment activities for roadworks plant and equipment.	\$14,535.30	Approved



Variation No.	Description	Amount (excl GST)	Status
66	Deletion of Septage Pump Station: Modification to Site Pump station enabled it to function as both the Septage and Site Pump stations.	-\$156,749.00	Approved
67	Additional works to the Sludge Dewatering Facility: Changes and additions made to facilitate ease of maintenance.	\$11,466.00	Approved
68	Deletion of upgrading roadworks to Altona Rd, Chinderah: Possibility of road being moved due to Development Consent for adjacent land.	-\$351,578.00	Approved
69	Additional costs incurred by FRH due to poor foundation conditions underlying the Secondary Effluent Pump Station: Delay costs between discovering poor condition and direction to proceed with alternative treatment, additional excavation, dewatering and foundation construction.	\$86,980.00	Approved
70	Delay- Extra depth of topsoil: Delay caused by extra works required to strip additional topsoil above the contractual limit of accuracy of $\pm 25\%$.	\$32,205.00	Approved

The net result of the approved variations during the June Quarter is a decreased cost of - \$349,973.41 (GST excl) bringing total variations approved to the end of June 2007 to \$1,919,187.45 (GST excl). This is within the current limit (\$4,495,610.00 GST excl) of delegated authority given to the Director of Engineering and Operations.

The approved variations have been or will be incorporated into the works.

In addition to the variations detailed above, there are a number of other variations (and potential variations) under consideration resulting from additional works, the previously identified poor foundation conditions (Latent Condition) and the subsequent delay caused by settlement testing of the Clarifiers and Oxidation tank, although this delay cost is likely to be less than forecast due to the recent successful early completion of settlement testing for the Clarifiers. It must be noted that other variations may eventuate that increase the final contract cost by more than this figure.

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

The subject variations are within the contract budget and the total project budget.

If exercised in full, the increase in the delegation of the Director of Engineering and Operations to a total of 15% of the original contract sum (i.e. \$4,495,610) is within the project budget.

POLICY IMPLICATIONS:

Nil.

UNDER SEPARATE COVER/FURTHER INFORMATION:

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O5 [EO-OC] Quarterly Variation Report Contract EC2005-193 - Design and Construction of the Tertiary Treatment Facility, Murwillumbah Sewage Treatment Plant

ORIGIN:

Contracts

FILE NO: GC12/3-2005193 Pt2

SUMMARY OF REPORT:

At the Council meeting of 7 February 2006 a contract was awarded to Water Technology Australia for the design and construction of the Tertiary Treatment Facility at the Murwillumbah Sewage Treatment Plant. The aim of this project is to provide treated effluent suitable for use at the Cogeneration Plant under construction at the Condong Sugar Mill.

The Council decision required reporting, on a quarterly basis, on variations approved under delegation by the Director Engineering and Operations.

The design phase of the contract commenced on 6 March 2006, and on site works commenced on 2 June 2006.

As from the 20 March 2007, the plant has been operating in a testing and commissioning format. Although a Certificate of Practical Completion has not been issued, the physical works are basically complete.

This report outlines details of variations approved for the quarterly period between 1 April and 30 June 2007.

RECOMMENDATION:

That the zero deductions, for the period 1 January to 31 March 2007, for Contract EC2005-193 Design and Construction of the Tertiary Treatment Facility, Murwillumbah Sewage Treatment Plant, be received and noted.



REPORT:

During the quarterly period 1 April to 30 June 2007, there have been no variations on this project due to physical works being complete. Testing, commissioning and fine tuning of the process is continuing.

The net value of approved variations now remains \$200,404.17 (excluding GST), which represents 8.22% of the original contract sum of \$2,437,350.00.

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

Nil.

POLICY IMPLICATIONS:

Nil.

UNDER SEPARATE COVER/FURTHER INFORMATION:

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Nil.

O6 [EO-OC] Kingscliff Foreshore Masterplan**ORIGIN:****Recreation Services****SUMMARY OF REPORT:**

In 2006, Council commenced the development of the Kingscliff Foreshore Masterplan. The concept masterplan is a planning document that establishes a vision for future upgrade works that will be realised over a period of up to 20 years.

The principles and objectives established in the masterplan are used to guide the detailed design development that follows. The recommendations in the masterplan are based on outcomes from site investigations and analysis, review of existing reports and consultation outcomes, best practice for urban design, and public comment.

The approach to this masterplan was also mindful not only of the individual character of Kingscliff, but the context of what qualities it offers within the suite of all the coastal villages.

The plan is presented for consideration.

RECOMMENDATION:**That Council:-**

- 1. Adopts the Draft Kingscliff Foreshore Masterplan, sheets 1 to 6 dated June 2007, as the vision and planning document for future works in the Kingscliff Foreshore.**
- 2. Implements the Masterplan as funds become available.**

REPORT:

In July 2005, Tweed Shire Council (TSC) adopted the *Tweed Shire Coastline Management Plan* prepared by Umwelt Environmental Consultants. The *Coastline Management Plan* outlines a series of recommendations for each of the coastal villages in the Tweed Shire. The majority of these recommendations relate to improvements of the coastal reserves, therefore a *Tweed Coastline Landscape Strategy* was developed comprising three core programs (see *Figure 1*)-

1. Asset Upgrade & Management
2. Vegetation Works Program
3. Foreshore Masterplans.

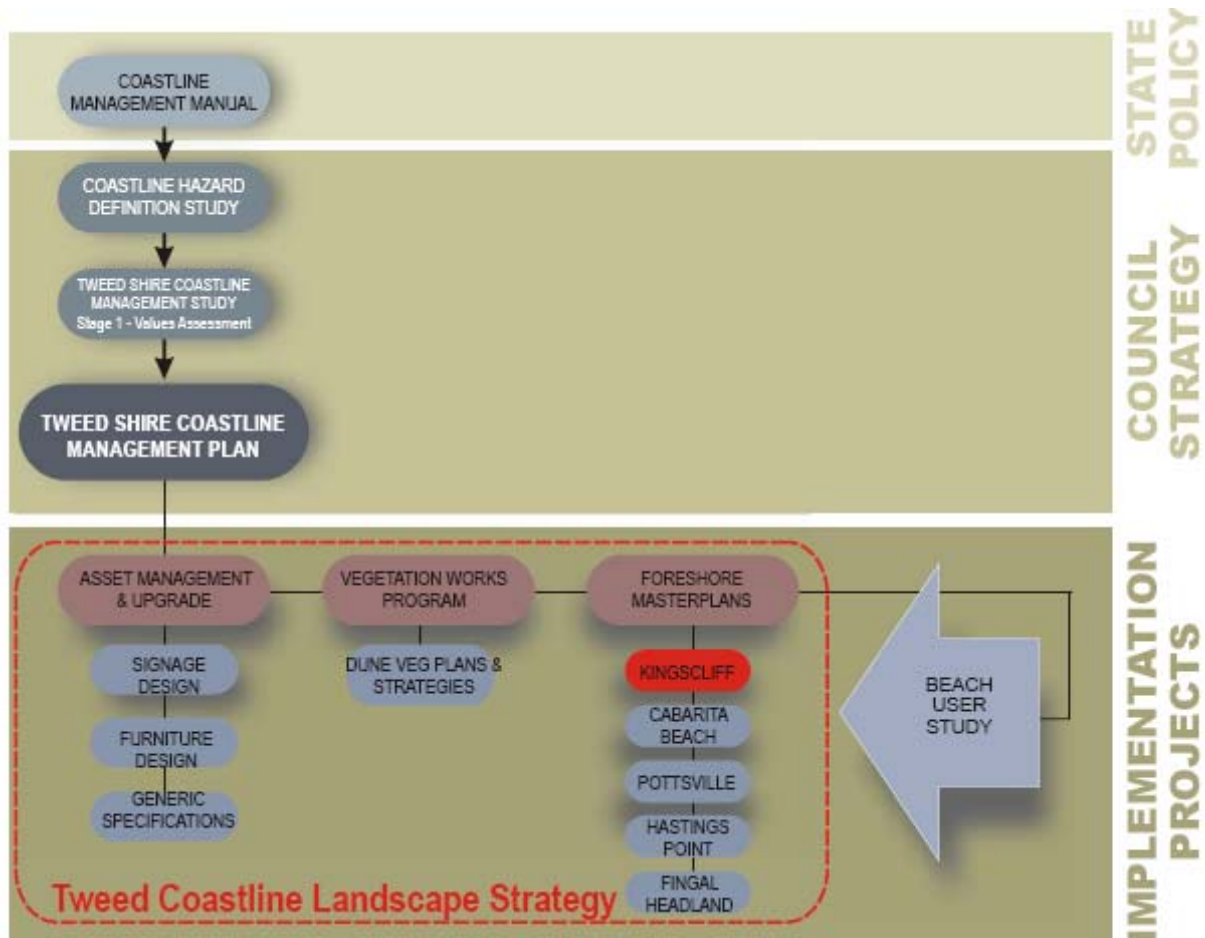
The village of Kingscliff was chosen as the first area for a Foreshore Masterplan to be undertaken due to the increasing level of property development, the requirement for terminal beach protection (a detailed Environmental Impact Study currently underway) and the proposed upgrading of the Kingscliff Beach Holiday Park (and subsequent creation of a new foreshore park beside the Amenities Hall).

Therefore, the planning and concept design phases of the Kingscliff Foreshore Masterplan are based around a number of assumptions: that Beach Protection will be funded and implemented, that the upgrade of the Kingscliff Beach Holiday Park will be funded and implemented; and a new park will be created along the foreshore.

A concept masterplan is a planning document that establishes a vision for future upgrade works that will be realised over a period of up to 20 years. The principles and objectives established in a masterplan are used to guide the detailed design development that follows. These recommendations are based on outcomes from site investigations and analysis, review of existing reports and consultation outcomes, best practice for urban design, and public comment.

The approach to this masterplan was also mindful not only of the individual character of Kingscliff, but the context of what qualities it offers within the suite of all the coastal villages.

Figure 1. Project Context



CONSULTATION

Council undertook an extensive community consultation process in developing the Draft Kingscliff Foreshore Masterplan. The following is an outline of processes and community representation undertaken to date to develop the Masterplan recommendations.

A reference group was established for the Kingscliff Foreshore Masterplan to provide input for specific issues relating to the foreshore area and the local community. The reference group comprised of representatives of the following organizations:

- Kingscliff Bowls Club – Neil Shaw, Secretary
- Cudgen Headland Surf Life Saving Club – Jason Pearson / David Field
- Kingscliff & District Chamber of Commerce – Rose Wright
- Kingscliff Ratepayers & Progress Assoc – Dot Holdom / Catherine Brown
- RSL Sub Branch – Wayne Quested / Brian Vickery
- Kingscliff Dune Care – Peter Langley
- Kingscliff High School – Greg Thomas / Cate Brown
- Tweed Coast Holiday Parks – Richard Adams



The committee meet three times. In addition, a number of meetings with individual stakeholders were held to discuss specific issues relating to their interests

Survey of Beach Users – completed March 2006

Vox Pop of residents and visitors in street and on beach

Information Sheet #1 – published in Tweed Link March 2006

Information Sheet #2 – published in Tweed Link April 2006

Public Meeting – 16th May 2006

DVD presentation of Draft Masterplan available from Council for viewing

Draft Kingscliff Foreshore Masterplan – plans on display at Kingscliff Shopping Village, Kingscliff Library, TSC Website for 4 weeks between 17th May – 14th June 2006

Submissions were received via mail, email, website and phone

The finalisation of the project was delayed by the extension of related projects, particularly the Kingscliff Foreshore Protection Environmental Impact Study, and the delayed commencement of the Kingscliff Locality Plan.

Subsequently, the original draft plan and the amended plan was placed on exhibition for a 2 week period from 25 June to 9 July 2007, accompanied by a table of issues received in the submission period and the response.

MAIN FEATURES OF THE PLAN

Furniture

The existing park furniture will be replaced with the new coastal furniture range and signage will be replaced with designs identified in the park signage strategy.

Drift nets

The concept of 'drift nets' within the foreshore is designed to capture and filter movement through the space (hence the name). They are a collection of concrete forms of various heights and evolution. Some are seating and benching, some have stories from locals, past and present, etched into the concrete, and some are of a height to be used for exercise, replacing the ageing exercise equipment within the foreshore.

The drift nets spread from the entrance to each beach track to the opposite road opening.

Skate – dirt park

A skate-bike facility is proposed for an area north of the Kingscliff Beach Club. The majority of submissions received have been in response to this proposed facility, many suggesting alternate locations.

Subsequently, a site options analysis was undertaken and is detailed in Appendix A.

Boardwalk

A 3.5 metre timber boardwalk will run the length of the beach protection area from north of the Kingscliff Beach Club to south of the Cudgen Headland Surf Life Saving Club. The boardwalk will be accessible by wheelchair and bicycle and will provide step accesses to the beach.

Central Park/Cenotaph

The reduction in the footprint of the Kingscliff Caravan Park will allow for the creation of a large community space in the centre of the CBD. This area will feature:

- Open grass areas for casual playing of ballgames, performances, festivals etc.
- Picnic shelters and BBQ's
- A promenade with shade canopy
- Anzac memorial space with the cenotaph being the central focus of this area, framed by a set of low sculptured walls to increase the parade area and hold future plaques. Poppy sculptures will be set in the walls and paving.
- Promenade connecting Marine Parade to the beach.
- Stainless steel fishing rod sculptures attached to the Amenities Hall building via tensioned wire. Down lighting will be attached to the wires to light the promenade and a shade canopy will be attached to the wires.
- Play equipment

Faulks Park

The existing toilet block will be demolished and replaced with a new facility located within Faulks Park. The play ground will be upgraded to increase the usability of the play equipment and additional paths will be constructed to increase pedestrian connectivity.

SUBMISSIONS

Submissions have been received from local organisations, ratepayers, residents and other interested parties as well as petitions over the period March 2006 to June 2007. The tables below summarises information on submissions and petitions received each year.

2006		Letters	Petition (no. of signatures)	Feedback Sheets	Standard letters
Skateboard Park/Dirt Track					
	<i>For</i>	5	384	12	Nil
	<i>Against</i>	21	16	3	56
Master Plan (generally)					
	<i>For</i>	3	Nil	26	Nil
	<i>Against</i>	3	Nil	7	Nil
General comments		4			

2007		Letters	Petition (no. of signatures)	Feedback Sheets	Standard letters
Skateboard Park/Dirt Track					
	<i>For</i>	4	Nil	Nil	Nil
	<i>Against</i>	51	1132	Nil	Nil
General comments		3			

Within some of the submissions the respondent made comments on several issues within the plan, however for the purposes of these tables a subjective judgement was made on the main issue addressed within the submission and therefore each submission was only counted once.

The issues raised in the comments, the response to the issue and resulting action have been detailed in appendix B.

IMPLEMENTATION OF THE PLAN

A concept masterplan is a planning document that establishes a vision for future upgrade works that will be realised over a period of up to 20 years. The principles and objectives established in a masterplan are used to guide the detailed design development that follows.

Each of the major elements within the masterplan such as the skate facility, the boardwalk and the cenotaph park, will require development approval prior to proceeding. Detailed design development of the various elements is required to inform the development assessment process. This will include consideration of the social, economic and environmental impacts of the developments and will facilitate further community input.

Funding for the Coastal Landscape Strategy, including the Kingscliff Foreshore, is not allocated in the 2007/2008 budget. Funding for implementation of the masterplan will be considered in future budgets.

APPENDIX A - COMMUNITY CONSULTATION FEEDBACK SUMMARY

**KINGSLIFF FORESHORE MASTERPLAN
COMMUNITY CONSULTATION FEEDBACK SUMMARY**

Tweed Shire Council

June 2007

1 JACK BAYLISS PARK North		JACK BAYLISS PARK North	
ISSUE	COMMENT	RESPONSE	ACTION
Secondary Path	<ul style="list-style-type: none"> Costly to install and maintain, unnecessary duplication 	<ul style="list-style-type: none"> Gravel path would be an ongoing maintenance issue. 	<ul style="list-style-type: none"> Remove from plan but retain distance markers on Tweed Coast Cycleway only
	<ul style="list-style-type: none"> Consider a foreshore public pathway to connect with North Kingscliff Holiday park 	<ul style="list-style-type: none"> Could be considered in detailed design 	<ul style="list-style-type: none"> Need to consider extending width of existing path
Terrace St Picnic Area	<ul style="list-style-type: none"> Can a small playground facility be placed near the BBQs? 	<ul style="list-style-type: none"> Should be incorporated into plan 	<ul style="list-style-type: none"> Locate a small area for playground equipment near Terrace St entrance
	<ul style="list-style-type: none"> Can surf patrols be located at Wommin Bay? 	<ul style="list-style-type: none"> CSLSC have discussed an outpost at Wommin Bay, but are concerned about the risk of encouraging people to swim in this location as it is often dangerous. 	<ul style="list-style-type: none"> Provision of Surf Life Saving services has been addressed in the recently completed Beach Surf Life Saving Strategy
	<ul style="list-style-type: none"> Is there enough parking here? 	<ul style="list-style-type: none"> Casual carparking is provided along the entire length of Marine Parade 	<ul style="list-style-type: none"> No additional carparking to be provided
	<ul style="list-style-type: none"> How about a pedestrian island at Terrace Street? 	<ul style="list-style-type: none"> Pedestrian connections to be improved 	<ul style="list-style-type: none"> Advice to be sought from council's traffic unit on most suitable pedestrian treatment
Lighting along foreshore	<ul style="list-style-type: none"> Lighting too obtrusive in this environment. Shelters only 	<ul style="list-style-type: none"> Spillage from lighting may be an issue. Bollard lighting has been a 	<ul style="list-style-type: none"> Remove lighting from Jack Bayliss Park foreshore, only along path

		should be lit.	<ul style="list-style-type: none"> ▪ Powerlines along Marine Parade should be put underground to compliment works ▪ Dune vegetation need to be protected 	<ul style="list-style-type: none"> ▪ Underground powerlines is very expensive and usually undertaken within higher density urban areas. ▪ Protection of dunes need to be considered 	<ul style="list-style-type: none"> ▪ Ensure shelters are lit in popular areas ▪ Investigate potential to underground powerlines in CBD as part of Locality Plan process ▪ Install post and wire fencing around the dune vegetation for protection
Underground powerlines					
Dune Protection					

2 JACK BAYLISS PARK Centre		COMMENT	RESPONSE	ACTION
ISSUE	Secondary Path	<ul style="list-style-type: none"> Costly to install and maintain, unnecessary duplication 	<ul style="list-style-type: none"> Gravel path would be an ongoing maintenance issue. 	<ul style="list-style-type: none"> Remove from plan but retain distance markers on Tweed Coast Cycleway only
	Beach Track Design	<ul style="list-style-type: none"> Design of beach entrance tracks should be similar to Coolangatta to protect dunes and minimise wind in park areas 	<ul style="list-style-type: none"> Protection of dunes need to be considered 	<ul style="list-style-type: none"> Modify beach entrance tracks to include a dog leg and fences along entire length
	Drift Nets	<ul style="list-style-type: none"> Concrete pollution in a unique environment. Should be replaced with simple wire fencing to mark entrances to beach. 	<ul style="list-style-type: none"> Purpose of Drift nets is to also replace the Fitness trail structures. Plans conveyed a high number of concrete blocks of bright colours. 	<ul style="list-style-type: none"> Minimise concrete blocks to smaller groups that are of muted colour Recycle the steel rails of the fitness trail into the drift net blocks as functional (artworks) Fences included
	Amenities	<ul style="list-style-type: none"> More rubbish bins in park between Bowls Club and northern caravan park. More dog waste disposal bins. Need more showers 	<ul style="list-style-type: none"> Waste disposal bins needs to be considered at convenient locations Need to consider water wastage and distance to beach accesses 	<ul style="list-style-type: none"> Garbage bins will be located near dog of leash areas Adequate bin provision will be assessed in relation to the use of the BBQ areas Remove one shower from middle walkway
	Fitness Trail	<ul style="list-style-type: none"> upgrade fitness run 	<ul style="list-style-type: none"> Fitness trail is reaching the end of its structural life. Trails such as these have lost popularity over the years, and could be consolidated. 	<ul style="list-style-type: none"> Retain existing proposal to remove and replace fitness trail with Drift Nets
	Dune Vegetation	<ul style="list-style-type: none"> Upgrade dune vegetation and protection, reduce and consolidate number of beach access tracks. This should be a priority action for the Masterplan implementation. 	<ul style="list-style-type: none"> Dune revegetation is considered a high priority for Kingscliff Foreshore. 	<ul style="list-style-type: none"> Reinforce importance of this issue and identify the mechanisms for implementation – ie. TSC revegetation programme and Kingscliff Dune Care

3 JACK BAYLISS PARK South		RESPONSE		ACTION	
ISSUE	No.	COMMENT	RESPONSE	ACTION	
Secondary Path		<ul style="list-style-type: none"> ▪ Costly to install and maintain, unnecessary duplication 	<ul style="list-style-type: none"> ▪ Gravel path would be an ongoing maintenance issue. 	<ul style="list-style-type: none"> ▪ Remove from plan but retain distance markers on Tweed Coast Cycleway only 	
Skate -Dirt Park		<ul style="list-style-type: none"> ▪ SUPPORT skate park in proposed location ▪ Near police station ▪ Caters for youth want ▪ Centrally located 	<ul style="list-style-type: none"> ▪ Refer Skate Park location assessment 	<ul style="list-style-type: none"> ▪ Retain skate park in proposed location 	
		<ul style="list-style-type: none"> ▪ DO NOT SUPPORT skate park in proposed location ▪ Should be somewhere else ▪ Noise impact on adjacent residences/motel ▪ Eyesore from graffiti and structure (concrete) ▪ Limits the use of this section of the park to a particular demographic (young boys) ▪ Will encourage ant-social behaviours ▪ Will create dust ▪ Not enough car parking in this area currently ▪ Location too close to licensed premise leading to alcohol related incidents ▪ Site too small leading to expansion of Dirt Park 	<ul style="list-style-type: none"> ▪ Refer Skate Park location assessment 	<ul style="list-style-type: none"> ▪ Retain skate park in proposed location 	

		<ul style="list-style-type: none"> ▪ Needs lighting to discourage anti-social behaviour at night ▪ Don't light to discourage night time usage ▪ Will disturb flora and fauna ▪ Create a rubbish problem ▪ Will create conflict between skateboarders/dirt track users and other community members (picnickers, bowls club patrons) ▪ Safety risk from users dealing with Marine Parade traffic ▪ Will affect markets ▪ Inadequate police presence in Kingscliff to respond to issues ▪ Will attract predators ▪ Conflict with designated use of this area ▪ Will create demand for first aid/ambulance services ▪ Affect property values ▪ Traditional owners need to be consulted ▪ Ongoing maintenance costs ▪ Waste of money 	
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4 CBD	ISSUE	COMMENT	RESPONSE	ACTION
	Kingscliff Holiday Park	<ul style="list-style-type: none"> Reservations concerning the proposed reduction in size of the holiday park. 	<ul style="list-style-type: none"> The KHP provides a significant income to the coastline development and maintenance budget. 	<ul style="list-style-type: none"> Results of the Environmental Impact Study to establish terminal beach protection proposed a 15m set back from the hazard line. A modified plan for the Kingscliff Holiday Park has been included in the final plans that include a larger footprint.
		<ul style="list-style-type: none"> They are an historic institution and must be conserved for their heritage value. 	<ul style="list-style-type: none"> The Holiday Park facilities are in dire need of upgrading 	<ul style="list-style-type: none"> Outside the scope of KFMP
		<ul style="list-style-type: none"> Relocate to other area eg Lot 490 	<ul style="list-style-type: none"> Not within scope of this Master Plan 	<ul style="list-style-type: none"> No change to KFMP
		<ul style="list-style-type: none"> New entrance (shared use with Bowls Club) potential traffic conflict 	<ul style="list-style-type: none"> Needs to be considered in detailed design to ensure vehicle passing movements catered to. 	<ul style="list-style-type: none"> To be referred to council's design unit
		<ul style="list-style-type: none"> Just upgrade the exiting Park 	<ul style="list-style-type: none"> Previous Council report on this issue 	<ul style="list-style-type: none"> No change to KFMP
		<ul style="list-style-type: none"> Park should cater to caravanners and campers not luxury units 	<ul style="list-style-type: none"> Previous Council report on this issue 	<ul style="list-style-type: none"> No change to KFMP
		<ul style="list-style-type: none"> Access to beach is limited by rock wall 	<ul style="list-style-type: none"> Rock wall proposal is no longer Council's preferred option 	<ul style="list-style-type: none"> Addressed in EIS
		<ul style="list-style-type: none"> Pedestrian access from Turnock St is impeded by KHP and potential vehicle movements 	<ul style="list-style-type: none"> Detail design needs to consider this issue 	<ul style="list-style-type: none"> Address in detailed design

5 CBD Detail		RESPONSE		ACTION	
ISSUE	COMMENT	RESPONSE	ACTION	ISSUE	ACTION
Public toilet location	<ul style="list-style-type: none"> Proposed toilet location is too prominent and intrusive, impeding views to the beach 	<ul style="list-style-type: none"> Toilet is appropriately located between two large view sheds established by the paths 	<ul style="list-style-type: none"> Location of toilet facility to be determined in the Detail Design process 		
Playground	<ul style="list-style-type: none"> Great Plan for Playground. 				
Steps to Beach	<ul style="list-style-type: none"> No cement stairs leading on to the sand please, timber is more natural. No cement at beach access please. 	<ul style="list-style-type: none"> Concrete steps less maintenance costs. Timber visually and aesthetically more appealing Noted 	<ul style="list-style-type: none"> Keep playground in existing location Timber steps replacing concrete steps 		
Boardwalk	<ul style="list-style-type: none"> We need more boardwalks for mothers and prams. Boardwalk would be great if it is naturally conducive to park. Potential for conflict between bicycles and pedestrians 	<ul style="list-style-type: none"> The boardwalk is proposed to have a width that will accommodate both uses, including overtaking areas. Not expected to be used for commuting cyclists At grade entry to beach area adjacent to the Surf Club will be retained 	<ul style="list-style-type: none"> Retain shared bikeway along boardwalk 		
	<ul style="list-style-type: none"> Access from the top of the rock wall to the beach would be difficult if not impossible for handicapped and elderly people. The proposals are too modern/futuristic and not in keeping with the village atmosphere of Kingscliff. 	<ul style="list-style-type: none"> Design are reflective of formality of the site 	<ul style="list-style-type: none"> Existing design maintains access Retain current design 		
	<ul style="list-style-type: none"> Too much of the park is sealed, there should be more grassed open space areas. 	<ul style="list-style-type: none"> Hard stand areas allow for a greater flexibility of use for the park, including markets, festivals and events 	<ul style="list-style-type: none"> Retain paths in current location 		
Proposed Community Buildings	<ul style="list-style-type: none"> This location should be used for additional parking 	<ul style="list-style-type: none"> Parking locations will be assessed in the detailed design process for this area. Approval from DOL would be required for proposed buildings. 	<ul style="list-style-type: none"> Remove proposal to establish community buildings on this location 		
Shade Canopy	<ul style="list-style-type: none"> Shade structures too 'unnatural' and should be replaced with shade trees 	<ul style="list-style-type: none"> Due to the harshness of this coastal environment, it is difficult to get large trees to establish in a short period of time. 	<ul style="list-style-type: none"> Retain shade structures in Masterplan, but their inclusion can be reviewed in the detailed design process 		
Canolaph Area	<ul style="list-style-type: none"> Need to ensure strong visual connection from Marine Pde 	<ul style="list-style-type: none"> Needs to be addressed in detailed design 	<ul style="list-style-type: none"> Consider visual connection from Marine Pde in detailed design 		

6 LIONS PARK & FAULKS PARK		COMMENT	RESPONSE	ACTION
ISSUE				
Existing Lions Park playground	<ul style="list-style-type: none"> Playground is very popular and close to amenities 	<ul style="list-style-type: none"> A larger playground is proposed in the new park on Sheet 5, and would also be closer to toilets and BBQs 	<ul style="list-style-type: none"> Retain playground until new facility is built in proposed park in Sheet 5 	
Public toilet location	<ul style="list-style-type: none"> Additional drinking fountains required Identify on plans where relocated toilet is to go 	<ul style="list-style-type: none"> Should be considered To be considered 	<ul style="list-style-type: none"> Locate drinking fountains in detailed design process Toilet location to be placed on the plans 	
Amenities	<ul style="list-style-type: none"> Shower needed in Faulks Park. 	<ul style="list-style-type: none"> Further design required 	<ul style="list-style-type: none"> Showers to be located in detailed design process in appropriate locations 	
Bus use	<ul style="list-style-type: none"> Bus waiting area needs to be developed away from houses in Marine Parade. Suggest around 6. 	<ul style="list-style-type: none"> Bus waiting areas need to be considered 	<ul style="list-style-type: none"> Bus waiting area to be determined in consultation with bus operators 	
Faulks Park Playground upgrade	<ul style="list-style-type: none"> Support for improved facilities here as a very popular picnic, BBQ and birthday party location. 	<ul style="list-style-type: none"> Noted comments 	<ul style="list-style-type: none"> Retain proposal to upgrade playground area 	
Path locations	<ul style="list-style-type: none"> Proposed path networks are in the wrong place and do not connect with the use of the park 	<ul style="list-style-type: none"> The path networks were determined in relation to location of facilities, separation from picnic areas, destinations and existing paths 	<ul style="list-style-type: none"> Path locations to be remain as proposed Remove running mullet feature paving 	
FURNITURE				
	<ul style="list-style-type: none"> The design of the existing shelter sheds is more in keeping with existing Kingscliff than the proposed modern design. The park furniture is not particularly beach or Kingscliff designed and I am sure that a better theme could be found. Dislike angular handrails on boardwalk 	<ul style="list-style-type: none"> Furniture range was designed specifically not to make kitsch or Tweed Coastal references, and therefore create an identity uniquely Tweed 	<ul style="list-style-type: none"> Furniture range to be adopted separately by Council 	
		<ul style="list-style-type: none"> All handrails will be designed to meet Australian Standards 	<ul style="list-style-type: none"> Handrail design will be resolved in detailed design process 	
LIGHTING				
	<ul style="list-style-type: none"> No bright lights on walkway, we don't want to look like Salt. 	<ul style="list-style-type: none"> Noted 	<ul style="list-style-type: none"> Retain lighting proposals for proposed new park and Marine Pde only 	
	<ul style="list-style-type: none"> Tacky type of lighting and unneeded hype and flair, such as fluro lighting under tables, this is not Las Vegas, nor is it a Brisbane type ditched image of what is trying to be made. 	<ul style="list-style-type: none"> Noted 	<ul style="list-style-type: none"> Coloured lighting to be removed from proposal 	
	<ul style="list-style-type: none"> Foreshore lighting, coloured light and uplighting of trees pollution 	<ul style="list-style-type: none"> Noted 	<ul style="list-style-type: none"> remove pole lighting and feature lighting from Jack Bayliss Park 	

GENERAL COMMENTS	
POSITIVE	<ul style="list-style-type: none"> ▪ I think all will be great just what Kingscliff needs. ▪ I think it's great for Kingscliff. ▪ Excellent, well thought out. ▪ Amazing, fabulous design 100% approval looks great everything. ▪ About time, fantastic, mowing forward, go Council go ▪ I think it all looks great ▪ I think it is awesome and can't wait for it to be done. ▪ It's a good idea. ▪ Kingscliff is mostly known for its van park with the increasing number of vans we should make it an icon for travellers and make the van park even bigger. ▪ Great concepts all-round well done. ▪ Please make sure enough seats are available on weekends. ▪ A big improvement, can't see need for rock wall, kids area is great especially secret place. Great to see toilets improved – especially at Moss Street end.
NEGATIVE/SUGGESTIONS	<ul style="list-style-type: none"> ▪ Include a reference to completion of Cudgen Creek boardwalk ▪ Need to increase parking spaces ▪ A waste of money as the whole area is currently well used as is ▪ Many existing pedestrian paths and cycleways are omitted in the plan
	<ul style="list-style-type: none"> ▪ Separate project not in this plan ▪ This issue has been identified in the 7 Year Plan ▪ Council to determine whether there is community benefits ▪ Existing paths to remain
	<ul style="list-style-type: none"> ▪ Ensure Cudgen Creek boardwalk articulates with proposed master Plan objectives ▪ Final extra parking site yet to be determined ▪ No additional parking included in this Plan ▪ Funding allocation to be determined by Council ▪ Will be considered in detail design for articulation with new infrastructure



		<ul style="list-style-type: none"> ▪ Consider upgrading pedestrian and cyclists facilities access the beach foreshore from adjoining suburban development 	<ul style="list-style-type: none"> ▪ Should be considered if Masterplan is to proceed 	<ul style="list-style-type: none"> ▪ Relevant Council Unit to be involved in masterplan development to ensure pedestrian cyclist connectivity
		<ul style="list-style-type: none"> ▪ Plan requires more rigorous disciplined approach to structure and content 	<ul style="list-style-type: none"> ▪ Comment noted 	<ul style="list-style-type: none"> ▪ To be considered in any further community consultation and design briefs

APPENDIX B

SKATE PARK, SITE SELECTION

1.0 SKATE PARK, SITE ALTERNATIVES

As the scope of the Masterplan project was limited to the immediate foreshore area, a comparison of other suitable sites for a skate park facility within Kingscliff was required prior to including it in the Masterplan. A total of six (6) open space sites were selected for assessment. Assessment criteria developed by the Department of Sport and Recreation Victoria for a successful skate park, were applied to the process.

These criteria are based on the experience of other Councils and organisations that have undertaken similar successful projects across Australia. The greater the number of these criteria that can be met by the project is directly reflected by the development of a 'best practice' facility. This will ensure the creation of a facility that addresses the needs of children, teenagers and the wider community alike. Meeting these criteria is vital in ensuring the mitigation of potential issues such as vandalism and anti-social behaviour, and also encourages our youth to showcase their talents to the wider community and potentially develop a career from this sport.

The six sites chosen include the following:

1. Kingscliff Sports grounds – Walter Peate Sports Field, Reg Dalton Oval and Merve Edwards Field
2. West Kingscliff Sports Complex – proposed land use
3. Jack Bayliss Park
4. Harry Hansen Park
5. Sutherland Park – South Kingscliff
6. Cudgen Foreshore



Figure A. Potential Skate park locations in Kingscliff

2.0 SITE ASSESSMENT

2.1 Criteria

A number of guidelines exist for the planning of skateboarding facilities. These include *Skateboard Facility Planning (1990)* published by the Sport & Recreation Ministers Council, the NSW Department of Planning's *Guidelines for Skateboard Facilities (1989)*, and The Department of Sport and Recreation Victoria *Skate Park Facility Guide (2001)*. All documents recommend the following criteria be used for site selection:-

- Suitable Planning Scheme zone
- Suitable soil, slope and environmental conditions
- Suitably sized (allow for expansion and space for parking if a district or regional park)
- Emergency vehicle access (fire and ambulance)
- Visually prominent, pleasant site with good public surveillance for safety and high marketability (eg for obtaining sponsorship)
- Associated amenities such as telephone, toilets, water, shelter and shade are available or could easily be provided

- Adequate distance from residential dwellings and incompatible land uses (ie avoiding noise and light intrusions)
- Where there will be minimal conflict with other users (eg pedestrians) or other sports (eg netball)
- Suitable to fence if required
- Served by an off-road shared bicycle path network or route
- Not too close to a busy road
- Restricted access to vehicles to prevent skating at night by car headlights
- Free access to users and spectators
- Close to shops, food and drink
- Close to public transport

2.2 Access & Parking

This facility is not envisaged to cater to a regional catchment; therefore the emphasis is on local accessibility via foot, bike or public transport. Proximity to existing parking facilities and drop-off areas is also required, as younger users could be driven to the site by parents.

2.3 Lighting

Night use of the site will not be encouraged, and therefore lighting of the skate park is not proposed. In accordance with national Crime Prevention through Environmental Design (CPTED) recommendations, areas that are not intended for night-time use should not be lit at night as this encourages occupation and can create darker shadow spots for refuge.

2.4 Buffers to Residences

Due to noise generated by the facility, including vocal and skating noises, it is considered necessary to provide a buffer between the facility and any residences.

Recent studies indicate that a buffer of 50-100m is all that is required for noise impact purposes, particularly if noise barriers such as mounds are utilised.

2.5 Size

The proposed size of this facility is a maximum of 30m x 30m, inclusive of any mounding required. This is an equivalent footprint of the Murwillumbah Skate Park.

2.6 Site Assessment

LOCATION		Suitable Zoning	Suitable site conditions	Suitable size	Emergency vehicle access	Highly visible	Existing amenities	>50m to residential	Potential user conflict	Access to bikeway	Access to public transport	Access to shops	Away from busy road
1	Kingscliff Sports Complex	3	3	X	3	3	3	3	3	3	3	X	3
2	West Kingscliff Sports Complex	3	3	X	3	X	X	3	3	X	X	X	3
3	Jack Bayliss Park	3	3	3	3	3	3	3	X	3	3	3	3
4	Harry Hansen Park	3	3	X	3	X	X	X	X	X	X	X	3
5	Sutherland Park	3	3	3	3	X	3	3	X	3	X	X	3
6	Cudgen Foreshore	3	3	3	3	X	X	3	3	3	X	X	3

2.6.1 & 2 Kingscliff and West Kingscliff Sports Complex

A draft Masterplan has recently been prepared for both the Kingscliff and West Kingscliff Sportsfields by Stratcorp Consulting in consultation with both the community and the individual sports clubs. Both of these masterplans identified that sporting facilities in Kingscliff are in high demand and available land will be utilised to the maximum for all sports including cricket, soccer, hockey, rugby, athletics and netball. Additional on-site car parking, spectator areas and upgraded clubhouse facilities will occupy any parts of the site not allocated to sports fields.

Therefore, there is no land available on either of these two sites for a permanent facility of the scale of a skate park.

2.6.3 Jack Bayliss Park

Jack Bayliss Park meets more of the required criteria than any other site, being a highly visible location, close to shops, close to public transport, accessible by bicycle and foot, has shade and toilets. The southern most end of the park was selected due to the terrain, distance from residences, shade and proximity to the CBD.

This site is lower in level than adjacent Marine Parade and would allow a skate park facility to be constructed around 2m lower than the street. This would enable the impact on view lines from dwellings on the other side of Marine Parade to be minimised. This is similar to the site characteristics at Lorne, Vic shown below.



The site is also opposite Pearl Street Park near the Kingscliff Street junction and the street and park configuration maximises the distance between the proposed skate park and residential dwellings on the western side of Marine Parade.

This is the preferred location for the skate park.

2.6.4 Harry Hansen Park

The tennis courts occupy the majority of this park and therefore there is not adequate room to establish an appropriately sized facility. There is also not enough space to adequately buffer adjacent residences from the facility.

This site did not meet the required criteria.

2.6.5 Sutherland Park

Whilst Sutherland Park is not situated close to a residential area, the site failed to meet the requirements for high visibility, access to public transport and access to shops/public phone. The main issue with this site is it's relative isolation that would create more of a risk to the safety of the users. The future planning of Sutherland Park is to be undertaken by Council once the detailed proposal for Lot 490 is complete.

This site did not meet the required criteria.

2.6.6 Cudgen Foreshore

A significant proportion of Cudgen Foreshore has high ecological values, therefore cannot be built upon. The site fails to meet the requirements for high visibility (passive surveillance), access to public transport, access to amenities and access to shops/public phone.

This site did not meet the required criteria.

3.0 YOUTH POLICY

"Tweed Shire Council recognises young people as community members aged between 12 and 25 years, whilst acknowledging the differential age and developmental span needs between a 12 and 25 year old. It affirms its respect for all young people and supports their right to be engaged in matters which impact on their quality of life and aspirations for the future.

Draft Youth Policy April 2007"

Statistical projections of the population of Kingscliff, including South Kingscliff (Salt and Casuarina), indicate an increase in the number of young families taking up residence in the area. Kingscliff also has functioned as a family holiday destination for many generations. It was therefore considered important to investigate the provision of facilities for young people to help build their social, community, health and physical development. In response to this data, with reference to clear evidence of a rising youth demographic, the community tabled the proposal for a Skate Park facility through the Kingscliff Reference Group.

Young people are often marginalised in local government decision-making processes, despite the fact that they represent the future of our towns. Through Reference Group representation and review of the submissions received at the public display, the proposal for a skate park facility in Kingscliff received overwhelming support from both young people and other sectors of Kingscliff community. This confirmed the validity of its consideration as a component of the Kingscliff Foreshore Masterplan.

Given the importance of the Foreshore open space asset, a detailed process has been engaged to assess the needs and requirements of such a facility and determine the most appropriate site.

Given the inevitable controversy of skate park projects, decisions should be based on objective assessment. Key issues in the assessment are:-

- Youth needs
- Site assessment and selection
- Addressing community concerns
- Research National policies & procedures
- Define implementation process

4.0 COMMUNITY FEEDBACK

Community feedback to the proposed location of the skate park in Jack Bayliss Reserve has highlighted a number of concerns. These concerns have been addressed below. In developing this response, a comparison has been made to the two (2) existing skate parks in the Tweed Shire located in Cabarita and Murwillumbah.

4.1 Violence

Community submissions have raised concerns about the potential for increased violence and 'gang' activity within the vicinity of a skate park.

Feedback from both the Tweed and Coolangatta Police has indicated that neither the existing Cabarita, Murwillumbah nor Coolangatta skate parks are destinations or meeting places for gangs or violent activity. Most violence in these areas has centred on drinking establishments in the main CBD of each and involves older patrons.

4.2 Graffiti

It is anticipated that the skate park will become a place for legal graffiti pieces to be created. In the first 2 years of operation, no graffiti was found on the Cabarita skate park, and a design has been created by Tony from Pharside Skate Shop that is yet to be implemented. There is potential for local young people to participate in a competition to design the graffiti mural for this skate park in the future. Processes such as these ensure on-going stewardship of the facility by the youth and significantly reduce the risk of 'graffiti' related vandalism occurring.

4.3 Property Devaluation

There is no documented evidence that a facility such as this would cause property values to decrease. In fact, other locations around Australia, such as Alexandra Headland in Qld and Lorne in Victoria, use the close proximity of the skate park to the foreshore as a selling point for the destination. The Lorne Facility, for example, is deemed 'a modern, high-class sporting and leisure-time venue which everyone can enjoy' that enhances 'Lorne's standing as a leading Victorian tourist resort with modern leisure-time facilities.'

4.4 Noise

There is a range of modern construction methods and materials used to minimise noise from skate facilities. This includes construction material specifically designed to reduce noise and the use of landscaping as a sound barrier. In terms of the location within Jack Bayliss Park, the skate park will be below the level of the road in the lowest lying section of the park. This will significantly impede noise travelling laterally to the residential and beach environments. The site is proposed to be unlit at night to discourage night time use and noise.

4.5 Visual Impact and Conflict of Use

The proposed location of the skate park will not impede views of the ocean and will take up approximately 3.5% of the total park area. Landscaping will be developed to enhance the existing facilities and complement the coastal character of the area.

Jack Bayliss Park is one of the largest parks in the Tweed Shire. The impact of the proposed facility is therefore negligible in comparison to the scale of the park. The proposed skate park is more than 200m from the nearest of the two BBQ areas in the park.

Part of the proposed site will consume overflow parking for weekend markets. The location of the weekend markets however is flexible and moving some of the market or its overflow parking northwards would not have a significant impact. There is also significant parking available along the length of Marine Parade that is still available for market patrons.

5.0 IMPLEMENTATION

The Draft Kingscliff Foreshore Masterplan, if adopted, will be a conceptual framework for planning the footprints of various elements to be located on the foreshore. Implementation of the plan and constructing the various elements will involve acquiring finance, detailed design of each facility and planning approvals. The detailed design and planning approval process would require further consultation with both the community and government agencies (Police, Lands, Community Services etc).

6.0 REFERENCES

- Crime Prevention Through Environmental Design (CPTED) – Brisbane City Council Planning Scheme Policy (2000)
- www.cpted.com.au
- www.cpted.net
- Yarrowonga Skate Park Consultation (April 2005) Moira Shire Council,
- Skate Park Facility Planning (May 2001) Sport and Recreation Western Australia
- Skateboard Facility Planning (1990) Sport and Recreation Ministers Council NSW
- Guidelines for Skateboard Facilities (1989) NSW Dept Planning
- Skate Park Facility Guide (2001), Sport and Recreation Victoria
- A Strategy for the Provision Of Skateboarding Facilities (June 2002) Eurobodella Shire Council

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

Adoption of the Master Plan will enable planned implementation of the elements of the plan, subject to detailed design and planning approval to be carried out as finance becomes available.

POLICY IMPLICATIONS:

Sets policy guidelines for development of the Kingscliff Foreshore for the foreseeable future.

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. Draft Kingscliff Foreshore Masterplan Sheets 1-6 June 2007 (DW 1627597; 1627153; 1627319; 1627322; 1627324; 1627326).
2. Letter to Kingscliff Foreshore Masterplan Reference Group dated 27 March 2006 (DW 1628258).
3. Advertisement wording for Tweed Link 16 May 2006 (DW1628260)
4. Minutes of Meeting No 1 of the Reference Group (DW1628261).
5. Meeting Schedule for Reference Group - Letter dated 23 February 2007 (DW1628262).

6. Minutes of meeting No 3 of the Reference Group (DW1628263).
 7. Information Sheet No 1 - Kingscliff Project (DW1628264).
 8. Notes of Reference Group Meeting held 8 March 2006 (DW1628273)
 9. Outcomes of the Tweed Shire Beach & Foreshore Users Survey (DW1628485)
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07 [EO-OC] Tender for the Supply of Bulk Bituminous Emulsion**ORIGIN:****Works****FILE NO: Contracts - Annual Supply****SUMMARY OF REPORT:**

At its meeting of 6 March 2007 Council considered a report on this matter. Council uses approximately 235,000 litres of bituminous emulsion for road patching and prime sealing annually. The current contract for the supply of bulk bituminous emulsion ended on 30 June 2007. Regional Procurement Initiatives Hunter Councils Inc have conducted a joint tender process for the four northern councils (Tweed, Ballina, Clarence Valley and Richmond Valley). Tenders were called closing 15 May 2007. The contract is for the period to 30 June 2009, with an option to extend to 30 June 2010.

RECOMMENDATION:**That Council:-**

1. **Rescinds the resolution of 6 March 2007, Operations Committee Minute No. O55 and Council's Minute No. 34, as follows:**

"That Council:-

1. ***Accepts the tender of Pioneer Road Services for the supply and delivery of bulk bituminous emulsion until 31 December 2008, with an option to extend to 31 December 2009.***
2. ***Executes the contract under Common Seal of Council."***
2. **Accepts the tender of Works Infrastructure Pty Ltd for the supply and delivery of bulk bituminous emulsion until 30 June 2009, with an option to extend to 30 June 2010.**
3. **Executes all documentation under the Common Seal of Council.**

REPORT:

At its meeting on 6 March 2007 Council considered a report regarding tenders for the supply of bulk bituminous emulsion for a period to 31 December 2008 with an option to extend to 31 December 2009. The tendering process was conducted by Regional Procurement Initiatives Hunter Councils Inc Council resolved:-

"That Council:-

- 1. Accepts the tender of Pioneer Road Services for the supply and delivery of bulk bituminous emulsion until 31 December 2008, with an option to extend to 31 December 2009.*
- 2. Executes the contract under Common Seal of Council."*

Prior to commencement of the contract, an error was found in the transfer of offer details to the evaluation spreadsheets. The contract was cancelled and tenders recalled by Regional Procurement Initiatives Hunter Councils Inc closing 10:00am on the 15 May 2007 for the supply and delivery of bulk bituminous emulsion from 1 July 2007 to 30 June 2009, with an option to extend to 30 June 2010.

Two tenders were received – Pioneer Road Services P/L and Works Infrastructure Pty Ltd. The tenders were evaluated (see Confidential attachment) with the outcome that the acceptance of the most favourable tender (Works Infrastructure Pty Ltd) would result in a reduction in costs compared with Council's current tender.

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

Nil.

POLICY IMPLICATIONS:

Nil.

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).

The attachment is listed as CONFIDENTIAL in accordance with Section 10A(2)(d) of the Local Government Act 1993, as discussion of the information in open Council would disclose commercial information, may prejudice the commercial position of the person who supplied it, or confer a commercial advantage on a competitor or reveal a trade secret.

Information within the attachment identifies the individual tenderer and the evaluation process that has been undertaken by Council in determining the preferred tender. Disclosure of this information is determined to not be in the public interest.

1. **Confidential Attachment** - Tender Evaluation Report and Tables - Hunter Councils (DW 1625730).
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08 [EO-OC] Tweed Road Contribution Plan**ORIGIN:****Planning & Infrastructure****SUMMARY OF REPORT:**

Council at its meeting on the 27 March 2007 resolved to exhibit Draft Version 5 of Contribution Plan No. 4 - Tweed Road Contribution Plan:-

During the exhibition period 3 submissions were received. The contents of these submissions are analysed in detail in the body of the report. The report recommends some alterations to the Draft Version Contribution Plans Works Schedule that include deleting two projects, adding one new project and cost estimate adjustments on four projects.

The "adjustment factor" applying to Sectors 3, 4 and 8 in draft Version 5 of the Contribution Plan has been clarified by including a formula. It should also be noted that the "adjustment factor" will only be calculated for contribution payments made for consents older than 5 years old that are paid after 11 April 2007 and before Version 5 becomes effective.

It is considered that these amendments are minor and do not impact significantly on the exhibited version and therefore can be adopted without re-exhibition.

It is recommended that the Version 5 of CP4 be adopted by Council.

RECOMMENDATION:**That Council:-**

- 1. In accordance with Clause 31 of the Environmental Planning & Assessment Regulations 2000, approves Draft Version 5 of Section 94 Contribution Plan No. 4 Tweed Road Contribution Plan amended as shown in the attached addendum to this report, to repeal and replace the existing version.**
- 2. Gives Public Notice in the Tweed Link of Council's decision specifying that Version 5 of the Plan (CP 4) comes into effect on the date of the notice.**

REPORT:

Council at its meeting on 27 March 2007 considered a report recommending Draft Version 5 of Contribution Plan No. 4 (CP4) - Tweed Road Contribution Plan (TRCP) be placed on public exhibition. A copy of the report is an attachment to this report.

Council after considering the report resolved the following:-

1. *Council adopts draft Version 5 of the Section 94 Plan Number 4 - Tweed Road Contribution Plan as a basis for exhibition and community consultation;*
2. *Draft Section 94 Plan Number 4 - Tweed Road Contribution Plan Version 5 be exhibited as required by the Environmental Planning & Assessment Regulations to repeal and replace the existing version.*
3. *Table ES.2 Household Contributions be amended by placing an asterisk on the Sector 8 Pottsville area in Column 2 and that the asterisks and note on the following Page ix be repeated for Table 7.3."*

At the close of the public exhibition period on 9 May 2007 three submissions had been received. These submissions raised various issues that are addressed below.

Part 1 SUBMISSIONS ON WORKS SCHEDULE

This section addresses matters raised regarding the Works Program in Schedule 5 of the exhibited version 5 of CP4.

1.1 Elrond Drive –Ozone Street to Sand Street (items 65 – 67)

The need for these projects was questioned based on previous discussions with Council and impacts on local residents. It is agreed that Items 66 and 67 should have been deleted from the draft version 5 as they are considered superfluous and do not reflect the desired road network for West Kingscliff. Item 65 which is the intersection upgrade of Wommin Bay Road and Sand Street should remain in the Plan as development approvals have been issued for projects based on this project being included in the TRCP. The effect of deleting these projects is a cost estimate reduction of \$863,128.00 within the Zone 6 'Kingscliff' of Schedule 5.

1.2 Ozone Street Link Kingscliff Street to The Tweed Coast Road Items 74 and 75

Item 74 in the TRCP is described as Ozone Street –Kingscliff Street to Sand Street which originally planned to utilise an existing section of Ozone Street. It is now planned to construct a new road from Kingscliff Street that intersects with Elrond Drive and then onto The Tweed Coast Road. This increases the cost of the project from \$201,000.00 to \$640,748.00 and the project description has been changed to "Item 74 Ozone Street Kingscliff Street to Elrond Drive".

Item 75 was described as “Ozone Street Sand Street to The Tweed Coast Road” and similarly has been modified to read “Item 75 Ozone Street Elrond Drive to The Tweed Coast Road”. The submission also identified that this project needs to cross a future major drainage channel and a bridge structure is required. A check of the estimates identified that no structure had been costed. Allowing for this structure has increased the estimated cost of item 75 from \$834,267.00 to \$2,385,704.00. It should be noted that these figures are now comparable with those provided in the submission.

1.3 Turnock Street extension Elrond Drive to The Tweed Coast Road (Items 81, 81a and 81b)

Item 81 was described as “Pearl Street Intersection” and clarification was sought as to whether this was a planned upgrade for the existing roundabout. The project is an upgrade of the existing roundabout to a larger diameter roundabout and the description has been changed to “Pearl Street Roundabout Upgrade.”

Item 81a “Turnock Street Extension Elrond Drive to The Tweed Coast Road” needs to cross the same drainage channel as that in item 75 and was not included in the advertised version of the TRCP .By allowing for this structure and land acquisition costs the project estimate has increased from \$1,400,300.00 to \$2,767,100.00.

Item 81b “Turnock Street and The Tweed Coast Road Intersection” omitted the cost of traffic signals from the exhibited version .Adding the cost of traffic signals increases the cost estimate for the project from \$502,500.00 to \$777,200.00.

1.4 Joshua Street Extension To Barnby Street Subdivision (proposed new item)

A submission received argued that as this project ultimately carries a predicted traffic volume of 3100 vehicles per day but only 106 vehicles per day are as a result of the proposed subdivision. It was argued that on this basis the project should be included in the TRCP and not solely constructed at the developer's expense. It is agreed that the benefits of this project extend well beyond the proposed subdivision and should be included in the TRCP. A new item “112m Joshua Street Extension to Barnby St Subdivision” has been added to the TRCP Works Schedule at an estimated cost of \$613,050.00.

1.5 Old Lismore Road at North Arm Road End (item 112m)

This project was erroneously included in the Works Schedule as it is a duplicate of Item 112(k) and has been deleted and replaced with the new project at 1.4 above. This deletion represents a saving of \$421,564.00 to the Works Schedule.

1.6 Seabreeze/Koala Beach Connector Road Bridge (Item 107c)

Detailed design investigation undertaken by Council has progressed on this project and the length of the bridge required to cross the creek has been refined reducing its length and cost. Accordingly the project cost estimate has been reduced from \$2,010,000.00 to \$1,206,200.00 representing a saving of \$804,000.00.

The following table summarises the above changes to the draft TRCP version 5 Works Schedule.

TRCP SCHEDULE 5 LIST OF CHANGES AFTER PUBLIC CONSULTATION

ZONE 6 KINGSCLIFF



ITEM	DESCRIPTION	ADVERTISED	PROPOSED
66	Elrond Dr/Terrace St Intersection	\$274,700	Delete
67	Elrond Dr Terrace St to Ozone	\$588,428	Delete
74	Ozone St Kingscliff to Sand St change to Ozone St Kingscliff to Elrond Dr	\$201,000	\$640,748
75	Ozone St Sand to Coast Rd change to Ozone St Elrond to Coast Rd	\$834,267	\$2,385,704
81a	Turnock St Elrond to Coast Rd	\$1,400,300	\$2,767,100
81b	Turnock St/Coast Rd Intersection	\$502,500	\$777,200
TOTALS FOR ALL ZONE 6		\$27,219,078	\$29,988,276
Proposed Increase of \$2,769,198 or +10.2%			

ZONE 8 POTTSVILLE

ITEM	DESCRIPTION	ADVERTISED	PROPOSED
107C	Seabreeze Koala Beach Connector Bridge	\$2,010,000	\$1,206,000
TOTALS FOR ALL ZONE 8		\$14,485,924	\$13,781,924
Proposed Reduction of \$704,000 or - 4.86%			

ZONE 9 MURWILLUMBAH

ITEM	DESCRIPTION	ADVERTISED	PROPOSED
112m	Old Lismore Rd at North Arm Rd end	\$421,564	Delete
112m	Joshua St extension to Barnby St Subdivision		\$613,050
TOTALS FOR ALL ZONE 9		\$14,974,985	\$15,166,471
Proposed Increase of \$191,486 or +1.3%			
The total increase is = \$2,769,198 - \$804,000 + \$191,486 = \$2,256,684			

The new Total for all Projects in the Works Schedule is \$305,467,944 and is an increase overall of \$2,256,684 or 0.7% over that advertised in the draft TRCP version 5.

The modified Works Schedule has been referred to Veitch Lister Consulting to adjust the contribution rates to reflect the changes.

The following Table compares the advertised contribution rates with the amended rates recommended for adoption

TABLE 2 - TRCP Household Contributions

Locality	Total Contribution Version 4.9	Draft Version 5.0 as exhibited			Draft Version 5.0 as amended		
		Standard Contribution \$	Local Contribution \$	Total Contribution \$ (includes 5% Admin)	Standard Contribution \$	Local Contribution \$	Total Contribution \$ (includes 5% Admin)
1. Tweed Heads	1,288	3,666	-	3,848	3,692	-	3,877
2. Tweed South	1,684	5,232	-	5,492	5,271	-	5,535
3. Cobaki	2,544	5,584	-	5,856	5,623	-	5,904
4. Bilambil Hts	4,393	10,179	-	10,686	10,380	-	10,899
5. Terranora	5,342	8,535	-	8,957	8,593	-	9,023
LAC1: Area E	5,342	8,535	3,114	12,226	11,707	3,114	12,292
6. Kingscliff	1,820	4,810	-	5,050	4,843	-	5,085
7. Duranbah/Cabarita	2,394	5,337	-	5,603	5,375	-	5,644
LAC2: Kings Forest Dev	3,772	5,337	2,232	7,943	7,605	2,232	7,985
LAC4: Casuarina	2,948	5,337	892	6,532	6,266	892	6,579
8. Pottsville	3,370	6,117	-	6,422	6,162	-	6,470
LAC3: Koala Beach/Seabreeze	3,950	6,117	1,232	7,715	7,397	1,232	7,767
9. Murwillumbah	1,936	6,520	-	6,844	6,565	-	6,893
10. Kielvale	2,394	8,944	-	9,386	9,009	-	9,459
11. Burringbar	1,295	6,273	-	6,584	9,175	-	9,634
12. Rural - Inner Zone	7,096	13,176	-	13,832	13,267	-	13,930
12b. Rural - Inner West Zone	--	11,525	-	12,096	11,603	-	12,183
13. Rural - Outer Zone	10,824	13,221	-	13,858	13,312	-	13,978

Part 2 SUBMISSIONS ON DRAFT TRCP MODELLING AND WORKS SCHEDULE

This part addresses issues raised in submissions regarding the transport modelling and contribution rates.

2.1 Contribution Rate Calculations

Part of a submission was referred to Council's Traffic and Transportation Consultant Veitch Lister Consulting (VLC) for consideration and response as it refers to the Contribution Computer Model used in the preparation of Draft Version 5 of the Contribution Plan. The submission stated:-

“Total construction costs have increased from \$119.7M in TRCP Version 4.9 to \$303M in Draft Version 5.0. This is an increase factor of 2.5. Meanwhile the overall standard trip end cost has increased from \$303 per trip in end Version 4.9 to \$936 per trip end in Draft Version 5.0, an increase factor of 3.0. The ultimate population expected in TRCP Version 4.9 was between 157,000 and 187,000 while the Draft Version 5.0 expects an ultimate population of less than 150,000. The trip generation rates for different land use types are the same for both versions of the TRCP therefore, provided land use types have remained similar, a decrease in trip estimates should be expected from a decrease in population estimates. However, Draft Version 5.0 shows an increase in trips with a factor of 1.17 over the total number of trips expected in Version 4.9. The increase in trips generated from new developments and normal growth has increased by a factor of 1.34. This is inconsistent with the reduced growth indication by revised population estimates in Draft Version 5.0. Nevertheless, basic arithmetic suggests that an increase in costs of factor 2.5 divided by an increase in trip end growth factor of 1.34 equates to an increase in trip end cost factor of 1.87. This is nearly half of the actual increase in trip end costs with a factor of 3.0. The TRCP acknowledges that travel costs are

associated with both the production and attraction ends of each trip therefore the contribution plan costs have been divided between the two ends of each trip to avoid double-dipping. It is unclear whether this calculation has been applied as the trip end cost factor of 3.0 is nearly twice the expected increase of 1.87.”

VLC responded as follows and is considered to adequately address the concern raised:-

“ Inconsistency (Population vs. Vehicular Trips)

The submission noted that the number of trip-ends (forecast on ‘ultimate development’) had increased, where-as the ultimate population is now expected to be lower. They suggest that this is inconsistent, given that TRCP’s table of trip generation rates has not changed.

The submission did not state the ‘base’ numbers used to derive their stated ‘factors’, however VLC believe their actual numbers and calculations may have been:-

Table 2.1.1: Population and Trip-end Comparisons

Attribute (on Ultimate Development)	Version 4.9	Version 5.0	Change
Population	156,900	147,266	-6.1%
Trip-ends	541,766	632,425	+16.7%
Trip-ends per head of population	3.45	4.29	+24.3%

On face value, the above does suggest an appreciable increase in trip rates per person, but not the 34% suggested by the submission. However, population is not the only determinant of travel, plus there are significant differences between the 2 models that produced the respective trip numbers.

Demographic Changes

The ‘as modelled’ ultimate demographics for the Shire are summarised in the following table:-

Table 2.1.2: 'As Modelled' Demographic Comparisons

Attribute (on Ultimate Development)	TRDS1997 (TRCP v4.9)	TRDS2007 (TRCP v5.0)	Change
Population	155,606	147,436	-5.3%
Households	59,671	61,196	+2.6 [^]
Visitors	2,436 rooms	9,619 persons	+ ?%
Employment	29,797	29,431	-1.2%

The above shows that the latest demographic estimates actually predict slightly more households in the Shire. The reduction in population is a result of the forecast average household occupancy decreasing 7.6% from 2.61 to 2.41 (in light of observed trends between the 1991 and 2001 censi).

While the expected employment is much the same, the expected visitor / tourist numbers (despite being enumerated differently) is much higher.

The Two Models

While the above might explain, perhaps, 3-5% of the trip-end increase, the majority of the difference is related to the genre and sophistication of the 2 models. Some of the key differences between the models are summarised, below:-

Table 2.1.3: Differences between the 2 Models

Model Attribute	TRDS1997 (TRCP v4.9)	TRDS2007 (TRCP v5.0)
Software Platform	TRANSCEND	ZENITH
Lifespan	1988-1997	1997 onwards
No. of Time Periods	1 (24 hr)	3 (AM, PM, OP)
Principal Data Source	Brisbane BSD HTS * 1986	SEQ HTS 1992
Secondary Data Sources	-	Various
Travel Market Segmentation:		
- home-based markets	5	32
- non-home based	1	6
- commercial vehicle types	1	2
- visitor markets	-	4
- special generator types	-	2
Walk /PT Mode Shares	Fixed	Modelled
No. of Zones in Tweed	239	486

(*HTS = Household Travel Survey)

Basically, the latest 'Zenith' model of Tweed is far more sophisticated than its 'Transcend' predecessor. In terms of explaining the trip-end increase:-

- Source data – the 1992 HTS used improved survey techniques, which reduced the 'under-reporting' of trips in the survey responses.
- Market Segments – the 1 non-home based market in 'Transcend' has been split into 6 (shopping-based-shopping, shopping-based-other, work-based-work, workbased-shopping, work-based-other, and other-non-home-based). The majority of these new categories relate to what are generally very short trips.
- Mode Share – in the absence of data for Tweed itself, the mode shares used in the Transcend model were based on comparable areas of Brisbane, and may have been slightly high.
- No. of Zones – Use of smaller zone sizes results in less intra-zonal trips and more loaded on the network. Nevertheless, the trip-end volumes quoted in both Plans are actually inclusive of intra-zonal trips, so this is not (in itself) a direct contributor to the increase
- Trip Lengths – in researching and developing the 'person trip-rates' now used in the Zenith model, new trip length frequency functions were also derived for each travel market. Clearly, while the new model forecasts higher vehicular trips, the average trip length is implicitly lower.

Modelled Trip Rates vs. Schedule of Trip Rates

The (vehicular) trip generation rates quoted in Table 7.1 of the Plans were sourced from a variety of publications, but primarily the NSW RTA's Guide to Traffic Generating Developments. The majority of these rates were assembled when preparing Version 4.0 of the Plan in 1996, and are therefore representative of travel behaviour in the early nineties. Some additional rates or refinements in land use categories have been added between version 4.0 and 4.9.

There may be grounds to review and update some of these quoted rates, but VLC note that development has the opportunity, under the Plan, to 'show cause' why their development might be different.

Neither the 'Transcend' nor the 'Zenith' models actually use these quoted vehicular trip rates. Both use complex person trip generation rates derived by regressing the HTS survey data against residential population profiles (ie age groups) and employment levels

by differing types (ie ANSIC industry groups). Given that the Zenith model's trip rates are largely sourced from the SEQ 1992 HTS, they are from a comparable period as most of the vehicular trip rates quoted in Table 7.1.

Concluding Comment

The traffic volumes forecast on the model road network are a function of both the number and length of those trips. Clearly, although the new model accounts for additional trips (both previously 'unreported' and changed social practices) the average trip length has also reduced. If this were not the case, the base year model would over-predict traffic, relative to the observed counts.

The proof of a model's 'fitness for purpose' is provided by its calibration results. In this respect, the calibration of both base year models is summarised below.

Table 2.1.4: Comparison of Overall Calibration

Model Attribute	TRDS1997 (TRCP v4.9)	TRDS2007 (TRCP v5.0)
Horizon of Base Year Model	1995	2001
No. of Count Sites Used	56	325
Total Daily Traffic at all Sites:		
- Model	421,557	1,175,423
- Counts	427,130	1,262,902
Overall Replication of Counts	98.7%	93.1%

The above shows that the new Zenith model does not over-predict traffic volumes. On face value, the above suggests it is less accurate than its predecessor. However, it should be noted that the more extensive count database assembled for the new model included many low volume roads (where centroid influences are prevalent) and also sites in the Tweed Heads CBD and beachfront areas, where it is impossible to fully replicate 'circulating' and 'cruising' traffic.

Inconsistency (Unit Charge Increase vs. Works Program Increase)

Not all aspects of the submissions factor derivation and logic is clear. It suggests there is a discrepancy between the increase in the cost of the works program (ie. 2.5) and the increase in the average trip-end charge (ie. 3.0) – this much is clear. However, the purpose of the subsequent adjustment to the works cost factor, using the potentially erroneous trip-end growth factor (ie 1.34) is unclear.

In calculating the factor for the increase in the works program cost, the submission has used the total cost of the respective works programs. This ignores 2 matters:-

- The total program includes the Local Area works, which are recovered via a separate charge, and
- It fails to account for the proportion of the 'general program' that the Council intends to incur on behalf of the 'existing' community.

A number of factors or ratios, relating to various components of the 'general program', are calculated in the following table.

Table 5: Comparison of General Program Costs / Revenue

<i>Item</i>	<i>TRDS1997 (TRCP v4.9)</i>	<i>TRDS2007 (TRCP v5.0)</i>	<i>Ratio</i>
<i>Full Program</i>	<i>\$119.7m</i>	<i>\$303.2m</i>	<i>2.53</i>
<i>- less LAC Program</i>	<i>\$15.4m</i>	<i>\$19.6m</i>	<i>-</i>
<i>General Program</i>	<i>\$104.3m</i>	<i>\$283.6m</i>	<i>2.72</i>
<i>- less planned Council Contribution</i>	<i>\$22.9m</i>	<i>\$44.6m</i>	<i>-</i>
<i>Total Planned Revenue</i>	<i>\$81.4m</i>	<i>\$239.0m</i>	<i>2.94</i>
<i>- less revenue at date of Plan</i>	<i>\$3.7m</i>	<i>\$19.0m</i>	<i>-</i>
<i>Future Revenue</i>	<i>\$77.7m</i>	<i>\$220.0m</i>	<i>2.83</i>

"The above indicates more clearly that, after allowing for the Local Area works and a lower proportionate contribution by Council, the total cost which is planned to be recovered from all development (past and future) has increased by a ratio of 2.94. This compares closely with, and is the reason for, the average 'standard contribution' charge increasing by a factor of 3.09 (from \$303 to \$936 per trip-end).

In this corrected context, the submissions arguments about changes in road space consumption per trip-end are irrelevant. The road space consumption figures are merely the means by which the remaining intended revenue of \$220m is to be apportioned to differing development types in different localities of the Shire."

2.2 Contribution Rate Increases

Several issues are raised regarding this matter and are summarised as follows:-

- (a) Are cost increases attributable to cover past mistakes or to cover expected increases in future costs or some combinations of the two.

The projects that have already been completed are shown in the Schedule 5 Works Program as actual costs. It would not be appropriate or logical to factor in a price higher than actual cost. The contribution rate increases are directly related to increased construction costs, which the submission goes on to agree with.

- (b) The footnote under Table ES.2 highlights a number of contribution sectors where the previous contribution rates have created a cash flow shortfall from older development consents and will consequently require an adjustment factor to recoup this shortfall from future development. This footnote raises questions about equity, why should current and future developers foot the bill for Council's earlier miscalculation.

The statement above is not considered to be accurate. The under funding problem that is intended to be resolved by the 'adjustment factor' only applies to three sectors. These sectors are Sector 3 - Cobaki, Sector 4 - Bilambil Heights and Sector 8 - Pottsville.

They are unfortunately areas where relatively old development consents are still active but date back many years. Had the TRCP contributions levied by these consents been paid within a reasonable time (say 12 months) of issue, the funds collected would have been sufficient to construct the road projects at the time and many more projects in Schedule 5 could have been completed. To ensure the adjustment factor does not include recent development approvals, only consents older than 5 years will be

considering in establishing the adjustment factors and the note in Draft Version 5 of the Contribution Plan has been amended accordingly.

If the owners of these consents more than 5 years old choose to pay their contributions at the version 4.9 rates the fact is, the Works Schedule will not be funded. Clearly the nexus between future development and the future roads to service these developments still exist and the 'adjustment factors' simply increases the contribution Rates to cover the cost of construction. It would be inequitable for existing residents of Tweed Shire if the adjustment factor was not applied as they would have to fund roads needed to service new development. This would be a harsh expectation on existing ratepayers, especially as Council is funding \$64M of the works in Schedule 5.

The adjustment factor will be determined using the following methodology. Older development consents with conditions requiring TRCP No. 4 contributions that are paid after commencement of exhibition of Draft Version 5 of this plan and prior to adoption of Version 5, Version 4.9 rates will be used to determine the factor. Contribution Rates shall be amended by applying an "adjustment factor" calculated as follows for each of sectors 3, 4 and 8:-

Old = Aggregate \$ value of TRCP standard payments made in the sector between 11 April 2007 and the effective starting date of Version 5 of this Plan.

New = Aggregate \$ value of TRCP standard payments made in the sector between 11 April 2007 and the effective starting date of Version 5 of this Plan if these payments had been made at Version 5 rates and Standard Trip End Cost = Standard Contribution per daily vehicle trip end.

"Adjustment Factor" = $1 + \frac{\text{New} - \text{Old}}{\text{remaining trip ends remaining to be generated in the sector} / \$ \text{ Standard Trip End Cost}}$.

The Adjustment Factor will be calculated at and become effective at the date of Version 5 becoming effective.

The calculation of the Adjustment Factor will exclude any payments made for development consents that have been issued since 11 April 2002.

The Draft Version 5 of the Contribution has been amended to include the above Adjustment Factor formula.

2.3 Future Rate Amendments

The submission agreed that using the Brisbane Construction Price Index to annually amend the contribution rates as reasonable, but concerns are expressed about using the Traffic Model until the model issues raised are adequately addressed.

It is considered that the model issues have been satisfactorily addressed by Veitch Lister Consultant's response in Part 2.4 below.

It is only planned to amend contribution rates based on model re runs if the Works Schedule needs to be amended for any reason or at 5 year intervals. All other annual adjustments will be made based on the above Index.

2.4 Veitch Lister Consulting Traffic Modelling

Part of a submission regarding this aspect of the Contribution Plan was referred to VLC for consideration and response as it refers to the Transend Model used for this project. The submission stated:-

“Concerns with the traffic modelling process include:-

- The model base year of 2001 is dated but coincides with the most recent census when the model update was undertaken;*
- employment inputs were based on 1996 Journey to Work data (i.e. from the 1996 Census) which seems unusual given that the 2001 census data was available and is also very dated given the 2007 publication date;*
- trip rates and distribution parameters are based on the 1992 Household Travel Survey for South East Queensland which is not only outside of the Tweed Shire study area but is also superseded by the 2003/2004 Household Travel Survey, which would be a more reasonable data set for a 2001 base year model. The assertion that travel behaviour patterns do not change much over time is not considered reasonable for an area like Tweed Shire where there has been a significant amount of development and significant change in development types over the last ten years. A change from predominantly rural residential land use to much higher density development and retirement developments will result in significant changes to trip patterns. Some revisions were made to increase the trip rates from the Household Travel Surveys;*
- the model did not calibrate well for a number of reasons including difficulties in modelling new developments, recreational activities, visitors and the trip making differences between rural and urban populations. These issues are significant features of travel behaviour in Tweed Shire and suggest that the model may not be fit for purpose;*
- the impact of the 2002 opening of the Tweed Coast Motorway was recognised as being significant therefore this was included in the 2001 base model with some adjustments made to traffic counts using before and after motorway count data. This is an unusual process given that the base year model was based on older survey data. It is considered more appropriate to have calibrated the 2001 model without the Tweed Coast Motorway using “before” counts and validated a 2003 model using “after” counts;*
- the traffic model reports state an ultimate population of over 150,000 which is inconsistent with that stated in the TRCP. Has the traffic model been updated since the December 2004 reports?”*

VLCs response is as follows:-

“Adequacy of the TRCP Traffic Model

The submission raised a number of technical issues concerning the modelling process. These need to be addressed individually:-

The 2001 base year model is dated.

On commencing development of the new Zenith model, this was the latest Census year. Choice of base year does not invalidate a model.

The 2001 employment estimates were based on 1996 Journey to Work data.

In early 2003, VLC did not have access to the 2001 Journey to Work data for NSW. Given that VLC started from a reliable base, and that the intervening growth was reasonably discernible from multiple sources including land use surveys, VLC have confidence in their employment estimates.

Further, given that about 85% of the modelled trips are 'home-based' and 'production constrained', small errors in the estimated employment distribution will have had very small effects on the base year model's traffic patterns and volumes. The uncertainties as to the types and location of the much larger growth in employment, between 2001 and the ultimate development scenario, are of greater significance.

Dated Household Travel Data

The original Zenith models (in the late 90's) were solely based on the 1992 SEQ Household Travel Survey data. With changes in social practices (eg Increased shopping hours and peak spreading), there has been a need to review and amend the derived model parameters over the years, such that the model better reflects observed transport demands. In the absence of new HTS data from the Queensland Government, VLC's adjustments were based on trends observed from other information sources, such as the ongoing VATS data from Victoria.

VLC have concerns with the validity of the original SEQ 2003/2004 HTS data, given that it was partly obtained during university and school holidays. We have waited until the supplementary 2006 data was available before amending what is a perfectly good model.

SEQ HTS not applicable to Tweed

In our experience and opinion, the urban areas of Tweed are not significantly different from SEQ and are, to some extent, simply an extension of the Gold Coast. We agree that the rural areas (and Murwillumbah) have differing travel characteristics and have acknowledged difficulty in calibrating the model in these areas of the Shire. The adjustments we made to the standard Zenith model to better reflect Tweed's characteristics were based on sound judgement and supported by observed data. None were proportionally excessive.

The submissions argument that travel behaviour patterns will change in Tweed, as it grows and becomes more urbanised, is actually an argument for using a model based on urban travel behaviour, as VLC have done.

Not fit for purpose.

VLC finally achieved a commendable level of calibration, better than its SEQ model of the time." See Part 2.1 Table 4, which shows how the 2007 Model compares with the 1997 version.

Impact of the Tweed Coast Motorway

The Tweed Coast Motorway has offered significant improvements to speeds and distance savings for 'through' traffic. The benefits to local traffic have largely been indirect, though reduced volumes on Tweed Valley Way. Nevertheless, these changes in accessibility needed to be accounted for in producing the future year trip matrices, using base year 'skims'.

Only about 20% of the traffic counts available to VLC at the time were 'post-Motorway', and these were not necessarily in the Tweed Coast area anyway. From the few 'before' and 'after' counts that were available, the traffic pattern changes were quite discernible:

- There were distinct reductions along the whole length of Tweed Valley way, paralleling the Motorway,*
- Potentially small reductions in volumes on the Tweed Coast Road (aka Bogangar Road) were masked by increased ambient traffic related to development at Kings Beach.*

Attempting to calibrate separate models, using less comprehensive sub-sets of the counts, would have not been as robust as the method used.

2.5 TRCP Schedule 5 Works Schedule

Another of the issues raised was the unit rates in Schedule 5 of the draft TRCP version 5 are different between “Class 1 Rural Type D” at \$65/m² for a 250 mm thick pavement. For “Class 2 Rural Arterial” the rate is shown as \$78/m² yet the description column has the same description as class 1 but states for class 2 the unit rate is 20% higher. This is to cover the costs of a thicker road pavement and the “250 mm thick” is a typographical error and should read 300 mm thick. The Description for Class 2 has been amended to read “Formerly type D, no significant earthworks (assumed CBR8 and total pavement thickness of **300mm**). Average drainage (rural arterial nominal minimum width of formation = 13m).

It was submitted that the rate in Schedule 5 for Urban Streets of \$95/m² is lower than rates being experienced by developers of \$100 to \$140/m² and that the earthworks rate of \$40/m² is too high.

The rates adopted for use in the draft TRCP were established based on urban road construction projects currently or recently completed by contract and in house. These figures are generally consistent with the rates submitted when averaged.

A submission also states that the connection from Gollan Drive to Kirkwood Road (the Lakes Drive Bridge and link roads) have not been costed in Schedule 5. This project has been deleted in the draft version 5 of the TRCP as alternative road network links have been negotiated between Council and the Roads and Traffic Authority being the twin service roads and bridges between Kennedy Drive and Kirkwood Road and associated ramps and has been included in Schedule 5. These changes were discussed in the Report to Council on the 27 March 2007."

Part 3 SUBMISSIONS DRAFT TRCP DOCUMENT

An internal submission was received from Councils Planning and Development Division requesting that Table 7.1 “Trip Generation Rates By Land Use” be modified so that the Land Use Descriptions reflect the terms and definitions used in the Tweed Local Environmental Plan 2000. This request is to make internal administration of the contribution plan simpler.

The changes made are shown in Table 3 below. It should be noted these changes have no impact on the trip generation rates or developer contributions payable under the Plan.

TABLE 3

No	Land Use as exhibited	Proposed land use description (where changed)	Daily Trip Rate	Unit Per
1	Detached Housing	Dwelling House	6.5	Household
2	Unit Development	Multi Dwelling Housing	3.9	Unit
2.1	Housing for older people or people with disabilities (SEPP 5)			
a.	Residential care facility		2	Occupant
b.	Hostel		2	Occupant
c.	Self contained dwelling with onsite community facilities (community meeting rooms, recreation/sports facilities, library/reading rooms etc)		2.5	Dwelling



d.	Self contained dwelling. No onsite community facilities (apart from communal laundry, washing)		3	Dwelling
3	Child Minding Facility	Child Care Centre	3.7	Enrolment
4	Primary School	Education Establishment (primary school)	1.4	Enrolment
5	High School	Education Establishment (high school)	1.4	Enrolment
6	Service station		200	Pump
7	TAFE College	Education Establishment (TAFE College/University)	1.8	Enrolment
8	Shopping Centres , 100m2	Shop / General Store 100m ²	2.8 (A)	A = m2 GLA
9	101m2 < SC < 6,000m2	Shopping Centres 101m2 < SC < 6,000m ²	200 + 0.8 (A)	A = m2 GLA
10	6,001m2 < SC < 10,000m2	Shopping Centres 6,001m2 < SC < 10,000m ²	500 + 0.75 (A)	A = m2 GLA
11	Shopping Centre > 10,001m2		3200 + 0.48 (A)	A = m2 GLA
12	Garden centre not included in Shopping Centre	Retail Garden centre not included in Shopping Centre	40	100 m2 retail area
13	Hardware not included in shopping centre		80	100 m2 GLA
14	Mixed Retail Showroom	Mixed Retail Showroom(Non bulky and Bulky goods)	40	100 m2 GLA
15	Furniture Showroom	Bulky Goods Retailing(eg Furniture Showroom)	10	100 m2 GLA
16	Office (Professional Centre)	Commercial Premises (offices)	16	100 m2 GLA
17	Major Officers (including government)	Commercial Premises (Major Offices including government)	12	100 m2 GLA
18	Medical Centres & Dentists	Medical Centres & Dentists (greater than 3 consulting rooms)	50	100 m2 GLA
19	GP Surgery	Professional Consulting Rooms	50 - 150	100 m2 GLA
20	Retail Tyre Outlets		10	100 m2 GLA
21	Motels		5	100 m2 GLA
22	Taverns, Hotels	Pub /Tavern/ Hotel	110	100 m2 GLA
23	Restaurant	Refreshment Room (Restaurant)	60	100 m2 GLA
23.1	Fast food outlet with associated drive through capability		200	100m2GLA
24	Retail Market		20	100 m2 GLA
25	Recreation - Squash	Recreation Facility- Squash	40	Court
26	- Tennis	Recreation Facility- Tennis	40	Court
27	- Gymnasium	Recreation Facility- Gymnasium	50	100 m2 GLA
28	Factories covered by light industry	Light Industry	5	100 m2 GLA
29	Warehouses		4	100 m2 GLA
30	Hospitality Facilities		50	100 m2 GLA
31	Licensed Clubs		100	100 m2 GLA
32	Motor Showrooms		5	100 m2 GLA
33	General Heavy Industry		1.5	100 m2 GLA
34	Mixed Industrial Park		7.0	100 m2 GLA
35	Tourist Resort		2.48 plus 12	Room or Unit 100m ² GLA of restaurant

Part 4 CONCLUSION

It is concluded from the above report that the issues raised in the submissions received have been adequately addressed.

As a result of some submissions, the Works Schedule (Schedule 5 of the draft TRCP version 5) has increased to \$305,093,243 being an increase of \$2,156,684 or 0.7%. The increase has a slight impact on the contribution rates as shown in the following table:-

TABLE 2 - TRCP Household Contributions

Locality	Total Contribution Version 4.9	Draft Version 5.0 as exhibited			Draft Version 5.0 as amended		
		Standard Contribution \$	Local Contribution \$	Total Contribution \$ (includes 5% Admin)	Standard Contribution \$	Local Contribution \$	Total Contribution \$ (includes 5% Admin)
1. Tweed Heads	1,288	3,666	-	3,848	3,692	-	3,877
2. Tweed South	1,684	5,232	-	5,492	5,271	-	5,535
3. Cobaki	2,544	5,584	-	5,856	5,623	-	5,904
4. Bilambil Hts	4,393	10,179	-	10,686	10,380	-	10,899
5. Terranora	5,342	8,535	-	8,957	8,593	-	9,023
LAC1: Area E	5,342	8,535	3,114	12,226	11,707	3,114	12,292
6. Kingscliff	1,820	4,810	-	5,050	4,843	-	5,085
7. Durambah/Cabarita	2,394	5,337	-	5,603	5,375	-	5,644
LAC2: Kings Forest Dev	3,772	5,337	2,232	7,943	7,605	2,232	7,985
LAC4: Casuarina	2,948	5,337	892	6,532	6,266	892	6,579
8. Pottsville	3,370	6,117	-	6,422	6,162	-	6,470
LAC3: Koala Beach/Seabreeze	3,950	6,117	1,232	7,715	7,397	1,232	7,767
9. Murwillumbah	1,936	6,520	-	6,844	6,565	-	6,893
10. Kielvale	2,394	8,944	-	9,386	9,009	-	9,459
11. Burringbar	1,295	6,273	-	6,584	9,175	-	9,634
12. Rural - Inner Zone	7,096	13,176	-	13,832	13,267	-	13,930
12b. Rural - Inner West Zone	--	11,525	-	12,096	11,603	-	12,183
13. Rural - Outer Zone	10,824	13,221	-	13,858	13,312	-	13,978

In accordance with Clause 31 (1) (b) of the Environment Planning & Assessment Regulations 2000, Council may approve the Plan containing such alterations as the Council thinks fit. Accordingly, it is considered that the alterations to the advertised Version 5 of Contribution Plan No. 4 are relatively minor and the Draft Plan should be adopted.

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

Substantial increase in contribution rates will provide additional income needed to finance improvements to the Tweed Shire Arterial Road Network required to service future development

POLICY IMPLICATIONS:

This contribution plan and supporting documents detail the Tweed Shire arterial road strategy for the next 30 years.



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. Final Version - Tweed Road Contribution Plan No 4 Version 5.0 (DW 1628105).
 2. Schedule 5 Tweed Road Contribution Plan No 4 (TRCP) July 2007 Version 5.0 (DW 1628106).
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09 [EO-OC] Tweed Heads Parking Study**ORIGIN:****Planning & Infrastructure****FILE NO: Tweed Heads Parking Study****SUMMARY OF REPORT:**

A parking study has been completed for the Tweed Heads business district. The parking study assessed the current demands for both on-street and off-street parking in and around the Tweed Heads business district. The study involved an investigation of available parking spaces east of Wharf Street between Brett Street and Boundary Street.

From the initial study it was determined that the Southern Precinct (Hospital / Civic Centre Precinct) was the area experiencing significant parking problems.

This report proposes various actions that could improve the parking problems being experienced.

RECOMMENDATION:**That:-**

- 1. The Local Traffic Committee be requested to consider the installation of two hour limited parking signs from 9:00am to 5:00pm Monday to Friday, along the following streets:-**
 - a) Solander Street – residential side only.**
 - b) Brett Street east – (Keith Compton Drive to Powell Street) residential side only.**
 - c) Powell Street between Florence and Solander – both sides.**
 - d) Florence Street between Keith Compton and Powell – residential side only.**
- 2. The Local Traffic Committee be requested to consider the installation of one hour time limited parking signs in the Tweed Heads Civic Centre Car Park covering 10 spaces from 9:00am to 5:00pm Monday to Friday.**
- 3. The Tweed Heads Hospital administration be requested to:-**
 - provide more on-site parking for staff and visitors which may require the construction of multi-level car parking.**
 - improve the effectiveness of its private (staff) car parking operations within the two car park areas off Keith Compton Drive either by way of staggering work shifts or other administrative means.**



- encourage travel demand management such as car pooling, public transport usage or drop-off/pick-up arrangements amongst its staff.
 - provide better signage to the public car parking areas accessed from Florence Street.
 - provide more parking bays along Keith Compton Drive by constructing angled parking bays.
4. Council writes to the Department of Health and Tweed Heads Hospital advising any future hospital development that generates the need for additional car parking will not be supported unless such parking is provided on site.
 5. Council enters into discussions with the Tweed Heads Bowls Club regarding installation of signage on the Powell Street Car Park entrance advising it is open to the public unless special events are being held.
 6. A review of the effectiveness of these parking restriction be undertaken within three months to assess whether further (or possibly less) time limited parking is warranted in the vicinity of the hospital.

REPORT:**PART A – PARKING ASSESSMENT****1.0 INTRODUCTION**

This parking study assesses the current demands for both on-street and off-street parking in and around the Tweed Heads business district. The study involved an investigation of available parking spaces east of Wharf Street between Brett Street and Boundary Street. The study area was divided into two precincts; one north of Frances Street (northern precinct) and the other south of Frances Street (southern precinct). The extents of the study areas and the on and off street parking spaces surveyed are shown in Appendix A (Figures 1 to 4). The study assesses the current parking utilisation within the study area and provides recommendations for improving both on and off street parking capacity.

2.0 DATA

Two parking surveys were completed for the study area. A general (approximate) parking survey was conducted over both southern and northern precincts over a five day period on 12, 13, 14, 18 and 21 December 2006. A more detailed survey was conducted within the southern precinct over a three day period between 14th and 16th March 2006.

All parking data surveyed and the relevant calculations are shown in Appendix B. A summary of the parking data and calculations are shown over page for the northern and southern precincts. The summary also provides a rating for the parking supply for each sector of the surveyed area using the descriptions shown below:

Rating	Parking Availability	Average Parking Utilisation
☆	One star – Poor availability	81% – 100% (very high usage)
☆☆	Two stars - Fair availability	61% – 80% (high usage)
☆☆☆	Three stars - Average availability	41% – 60% (average usage)
☆☆☆☆	Four stars - Good availability	21% – 40% (low usage)
☆☆☆☆☆	Five stars - Excellent availability	0% – 20% (very low usage)

3.0 CURRENT ON STREET AND OFF STREET PARKING AREAS

A description of the current on and off street parking areas is provided below.

On Street Parking:

On street parking in both the southern and northern precincts is typified by unmetered, unmarked, parallel parking. The exception to this is parking along the majority of Wharf Street which is either signposted as one or two hour limited parking with some angled parking.



Off street parking

The off street parking areas within the study area were generally categorised as:-

- Fully private (i.e. with boom gates at the entrance/exit)
- Private with free access to the public
- Public

The off street parking category (Private, private-public and public) for each surveyed area is shown in the parking data survey summary over page.

Two off street parking areas with the southern precinct were not surveyed; the St Cuthberts Anglican Church car park and the Tweed Heads Bowls Club's car park at the corner of Wharf and Florence Streets a vacant parcel of land in the control of the Tweed Heads Bowls Club at the corner of Wharf and Florence Streets. These car parks were not surveyed as the church car park provides only a small number of spaces and the bowls club surplus car park may be redeveloped in the future.

PARKING SURVEY DATA SUMMARY – SOUTHERN PRECINCT

Southern Precinct - On Street

Detailed Survey - March 2007

Area No.	Street	From	To	Average Utilisation	Peak Utilisation	Peak Duration (time > 90% of peak)	Parking Availability Rating	Parking Type	Frontage to
6	Powell - South	Solander	Florence	95%	100%	8AM - 4PM (8 hours)	☆	Public	Hospital
9	Brett - East	Keith Compton	Powell	89%	100%	10AM - 4PM (6 hours)	☆	Public	SCU
5	Solander	Powell	Keith Compton	89%	96%	8AM - 3PM (7 hours)	☆	Public	Hospital
1	Florence - East	Keith Compton	Powell	87%	98%	9AM - 3PM (6 hours)	☆	Public	Hospital
3	Keith Compton - North	Florence	Solander	85%	98%	9AM - 3PM (6 hours)	☆	Public	Hospital
2	Florence - West	Powell	Wharf	65%	89%	1PM - 3PM (2 hours)	☆☆	Public	TH Bowls Club
12	Ivory	Powell	Florence	39%	44%	9AM - 5PM (8 hours)	☆☆☆☆	Public	Residences
10	Buchan	Solander	Tupia	37%	44%	8AM - 1PM (5 hours)	☆☆☆☆	Public	Residences
7	Powell - North	Florence	Frances	36%	42%	10AM - 4PM (6 hours)	☆☆☆☆	Public	Residences
4	Keith Compton - South	Solander	Hicks	19%	30%	11AM - 12PM (1 hour)	☆☆☆☆	Public	Residences
13	Macgregor	Florence	Powell	18%	23%	11AM - 4PM (5 hours)	☆☆☆☆	Public	Residences
11	Banks	Solander	Hicks	16%	20%	11AM - 3PM (4 hours)	☆☆☆☆	Public	Residences
8	Brett - West	Wharf	Keith Compton	5%	20%	11AM - 12PM (1 hour)	☆☆☆☆	Public	SCU/Civic Centre

Southern Precinct - Off Street
Detailed Survey - March 2007

Area No.	Street	Description	Average Utilisation	Peak Utilisation	Peak Duration (time > 90% of peak)	Parking Availability Rating	Parking Type	Owned by	Comments
14	Hospital	Powell Carpark	95%	99%	10AM - 4PM (6 hours)	☆	Public	Hospital	65 % is 2 hr parking
17	Hospital	Keith Compton 2	90%	99%	9AM - 3PM (6 hours)	☆	Public	Hospital	
19	Hospital	Solander Carpark	87%	100%	9AM - 3PM (6 hours)	☆	Public & Private	Hospital	75% private parking
21	Southern Cross Uni		78%	97%	11AM - 3PM (4 hours)	☆☆	Public	SCU	
15	Hospital	Florence Carpark	64%	82%	11AM - 12PM (1 hour)	☆☆	Public	Hospital	60% is 2 hr parking large afternoon availability
16	Hospital	Keith Compton 1	62%	94%	before 10AM	☆☆	Private	Hospital	
18	Hospital	Keith Compton 3	44%	100%	after 1PM	☆☆☆	Private	Hospital	large morning availability
20	Bowling Club	Next to Powell	41%	77%	1PM - 3PM (2 hours)	☆☆☆	Private	TH Bowls Club	Hospital has agreement with Club

Southern Precinct - Off Street
General Survey - December 2006

Area No.	Street	Description	Average Utilisation	Peak Utilisation	Peak Duration (time > 90% of peak)	Occupancy Rating	Parking Type	Owned by
22	Tweed Heads Civic Centre		39%	55%	-	☆☆☆☆	Public	Residences

Northern Precinct - On Street

Detailed Survey - March 2007

Area No.	Street	From	To	Average Utilisation	Peak Utilisation	Peak Duration (time > 90% of peak)	Parking Availability Rating	Parking Type	Frontage to
1	Bay	Wharf	The River	39%	47%	11AM - 2PM (3 hours)	☆☆☆☆	Public	Residences

General Survey - December 2006

Area No.	Street	From	To	Average Utilisation	Peak Utilisation	Peak Duration (time > 90% of peak)	Parking Availability Rating	Parking Type	Frontage to
3	Wharf Street	River Street	Boundary Street	54%	59%	-	☆☆☆	Public	Residences
4	Bay and Frances Sts; Endeavour Parade			41%	47%	-	☆☆☆	Public	Residences
2	Boundary, Hill Coral & Eden Sts; Tweed Terrace			17%	21%	-	☆☆☆☆	Public	Residences

Northern Precinct - Off Street

General Survey - December 2006

Area No.	Street	From	To	Average Utilisation	Peak Utilisation	Peak Duration (time > 90% of peak)	Parking Availability Rating	Parking Type	Owned by
5	Bay St - Chris Cunningham Park			60%	86%	-	☆☆☆	Public	Residences
7	Coral Street south of Eden Street			24%	39%	-	☆☆☆	Public	Residences
6	Coral Street near Harbour			3%	6%	-	☆☆☆☆	Public	Residences

4.0 DATA ASSESSMENT

In general the data shows that parking utilisation is heaviest where the major attractors are located, which is to be expected. The major attractors in the area are the Tweed Civic Centre, the Tweed Heads Bowls Club, Twin Towns, Tweed Heads District Hospital, St Cuthberts Anglican Church, Tweed Centro Shopping Centre and the Southern Cross University.

In regard to on street parking, the parking survey clearly shows that parking along all frontages to the Tweed Heads Hospital attracts the worst parking rating with little or no parking availability between 9am and 4pm. Parking availability generally improves as the distance increases from the hospital complex. Further away from the hospital area, on street parking is generally better than average.

In regard to off street parking, the parking survey shows that the Tweeds Heads Hospital public car park areas attract the worst parking rating between 9am and 4pm with little or no parking availability. Scoring slightly better, but still undesirable, are the hospital's private car park areas and the Southern Cross University's public car park. Other public and private car parks in the area have either average or better than average parking availability.

The average duration of parking within the southern precinct is greater than six hours. This generally indicates that workers employed by nearby establishments are using the car parking spaces.

As the northern precinct has either average or better than average parking supply, no further assessment was made. For the southern precinct however, there is an obvious shortfall in parking supply for the hospital. The following section concentrates on parking within the hospital grounds and the streets surrounding the hospital.

Hospital Car parking – On and Off Street

The parking survey clearly shows almost no parking availability within and immediately surrounding the Tweed Heads Hospital between 9am and 4pm. The root of this parking problem is most likely an inadequate supply of on-site hospital parking for staff and visitors. Many complaints have been received by Council officers from property owners who share a street with the hospital. The owners generally advise of no on street parking availability for visitors during the day.

A 'remedy' to improve the parking availability for residents in the immediate area would be to implement 2 hour parking restrictions (9am to 4pm) along the residential street frontages in the vicinity of the hospital. Unfortunately this is not really a remedy as this action may just transfer long term parking slightly further away into neighbouring residential streets. This action must be backed up by the provision of more parking for the hospital within the hospital grounds or on street.

A more intense approach would be to signpost all streets with 2 hour limited parking within a 400m radius of the hospital. This walking distance should discourage hospital staff sufficiently to consider alternative arrangements for getting to work. This action would be a reactive one however targeted at a particular group of parkers and is not recommended, at least not as a first remedial step.

If the installation of two hour parking restrictions became a problem for residents further away, one option would be to create a resident parking scheme (RPS) for these residents. However for an RPS to be created the following criteria (amongst other things) must be met:-

- a detailed parking study of the area relevant to the RPS being completed, approved by the Local Traffic Committee and approved by Council;
- the affected properties having no or limited on-site parking; and
- the affected properties not being able to be reasonably modified to provide on-site parking.

This criteria is set by the New South Wales Roads & Traffic Authority and points 2 and 3 will be difficult to demonstrate given that all residences have on site parking.

In many of the residential streets surrounding the hospital, residential properties do have off street parking capacity and also the opportunity to provide more off street parking. Therefore the implementation of an RPS in this area would not be a simple, straightforward matter.

The hospital's private car parks (off Keith Compton Drive) are used by hospital staff and, as the survey shows, are underutilised at certain hours. These are boom gated and provide approximately 94 car spaces. The 'afternoon shift' car park (depicted as Keith Compton 3 in the survey) has around only 10% utilisation between 8am and 2pm. These car parks could possibly be better utilised by:-

- staggering employees' work shift commencement and finishing times, thus freeing up one of these private parking areas to the public; or
- removing the boom gates and allow public parking in these areas with up to 30% of the car parking spaces being signposted with 2 hour parking limits.

To effectively evaluate a 'best practice' parking scenario for these two private car parks, a 24 hour parking survey would be required. The hospital should be requested to conduct this parking survey and evaluation.

The public hospital car park off Florence Street is somewhat under utilised and this is possibly due to hospital patrons/visitors being unaware of its existence as a public car park due to a slightly inconspicuous uphill entrance. Better signage at the entrance from Florence Street should improve this situation.

To resolve parking conditions attached to a recent development consent for a 30 bed inpatient extension at the Tweed Heads Hospital, there is an opportunity to construct at least 31 right angle car parking spaces along the Keith Compton Drive frontage. This will provide an effective increase of at least 15 car parking spaces along this frontage.

An agreement appears to have been reached between the hospital's administration and the Tweed Heads Bowls Club for use of the bowls club car park off Powell Street for hospital staff. This agreement was confirmed through verbal discussions with the Bowl's Club General Manager. Apparently this agreement has been in effect since December 2006. Apparently the conditions of the agreement are that hospital staff can use the bowls club car park except for major bowls club events which occur roughly three times a

year. The gates at the entry to this car park are open 24 hours. Better signage may improve the utilisation of this car park and should be discussed with the Tweed Heads Bowls Club. This is a positive and commendable action by the Bowls Club and the Tweed Heads hospital, however there is no guarantee that such an agreement will continue in perpetuity. The parking survey (which was conducted after this agreement was in place) shows that this car park could cater many more cars (having an average occupancy of 41%). The hospital should encourage some of its staff to take advantage of the offer by the Bowls Club to use this car park. Obviously the Bowls Club has its own parking needs within its own car park and there needs to be a limit to the number of hospital staff that can use it.

In summary, the following actions could be implemented to improve parking supply around the Tweed Heads Hospital:-

- Request the hospital to provide more on-site parking for staff and visitors which may require the construction of multi-level car parking. (This remedy is not a new one.)
- Request the hospital to improve the effectiveness of its private (staff) car parking operations within the two private car park areas off Keith Compton Drive either by way of staggering work shifts or opening the car parks to the public with suitable restrictive signage for staff car spaces.
- Request the hospital to encourage travel demand management such as car pooling, public transport usage or drop-off/pick-up arrangements amongst its staff. Bus stops exist on Brett Street near the entrance to the Southern Cross University and within Powell Street which can facilitate this.
- Request the hospital to provide better signage to the public car parking areas accessed from Florence Street.
- Provide more parking bays along Keith Compton Drive by constructing angled parking bays (which is currently in hand).

Civic Centre Car Parking

Council receives regular complaints, especially from Library patrons that parking spaces are not available within the Civic Centre Car Park. Whilst the survey results do not indicate that such a problem exists (average occupancy 39%, peak occupancy 55%), it is acknowledged that when certain events are held at the Civic Centre at University, the car park would be fully utilised.

To improve this situation it is proposed to introduce 1 hour time limited over 10 spaces closest to the Civic Centre entrance to cover the hours of 8:00am to 5:30pm Monday to Friday. It should be noted that there is no regulatory or enforceable signage that could be used to cover Library patrons only.

This means we will ensure adequate turnover and enable Library and Council customers to locate a parking space on these occasions that the car park is fully utilised.

5.0 CONCLUSIONS

This parking study shows a definite lack of parking availability within and immediately surrounding the Tweeds Heads District Hospital. Outside of the immediate road frontages to the hospital, parking availability is generally better than average. The long term 'car parkers' are most likely employees of the hospital.

With regards to the other areas surveyed, both on and off street parking are considered to be adequate, having either average or above average parking availability.

The imposition of two hour limited parking will provide more spaces for visitors to nearby residences, however this will not 'fix' the lack of parking supply issue for the immediate area around the hospital. Additional parking spaces need to be created in close proximity to the demand.

To obtain the best compromise between providing better short term parking availability and negatively impacting neighbouring residential on street parking supply, it is recommended that 2 hour limited parking (9am to 5pm) be installed on the following streets:-

- Solander Street – residential side only (approximately 32 spaces total)
- Brett Street east – residential sides (approximately 27 spaces total)
- Powell Street between Florence and Solander – both sides (approximately 26 spaces total)
- Florence Street between Keith Compton and Powell – residential side only (approximately 27 spaces total)

The total affected spaces within the above streets are 112.

As with many restrictive traffic modifications, a review of the effectiveness of the two hour parking restriction is recommended within three months to assess whether further (or possibly less) two hour parking is warranted in the vicinity of the hospital. Any such parking restriction will need the prior endorsement of the Local Traffic Committee.

It is also concluded that 10 spaces within the Civic Centre Car Park be time limited to 1 hour to assist Library and Council customers. Improvements in sign posting of private car parks open for public use be investigated to encourage better utilisation of these areas.

7.0 RECOMMENDATIONS

The following remedial actions are recommended:-

1. That the Local Traffic Committee be requested to consider the installation of two hour (9am to 5pm) limited parking signs along the following streets:-
 - a) Solander Street – residential side only
 - b) Brett Street east – residential side only
 - c) Powell Street between Florence and Solander – both sides
 - d) Florence Street between Keith Compton and Powell – residential side only.
 - e) 1 hour time limited parking signs be installed in the Tweed Heads Civic Centre Car Park over 10 spaces.
 2. That the Tweed Heads Hospital administration be requested to:-
 - provide more on-site parking for staff and visitors which may require the construction of multi-level car parking. (This remedy is not a new one.)
-

- improve the effectiveness its private (staff) car parking operations within the two private car park areas off Keith Compton Drive either by way of staggering work shifts or other administrative means.
 - encourage travel demand management such as car pooling, public transport usage or drop-off/pick-up arrangements amongst its staff. Bus stops exist on Brett Street near the entrance to the Southern Cross University and within Powell Street which can facilitate this.
 - provide better signage to the public car parking areas accessed from Florence Street.
 - provide more parking bays along Keith Compton Drive by constructing angled parking bays (which is currently in hand).
3. Council writes to the Department of Health and Tweed Heads Hospital advising any future hospital development that generates the need for additional car parking will not be supported unless such parking is provided on site.
 4. Council enters into discussions with the Tweed Heads Bowls Club regarding installation of signage on the Powell Street Car Park entrance advising it is open to the public unless special events are being held.
 5. That a review of the effectiveness of the two hour parking restriction be undertaken within three months to assess whether further (or possibly less) two hour parking is warranted in the vicinity of the hospital.

APPENDIX A

Extent of Parking Study Area and Parking Sectors

TWEED HEADS PARKING STUDY AREA
NORTHERN PRECINCT BOUNDARY

Figure 1



NORTHERN PRECINCT
PARKING AREAS SURVEYED – ON AND OFF STREET
Figure 2



Legend'



On street spaces



Off street spaces

TWEED HEADS PARKING STUDY AREA
SOUTHERN PRECINCT BOUNDARY
Figure 3



**SOUTHERN PRECINCT
PARKING AREAS SURVEYED – ON AND OFF STREET
Figure 4**



Legend



On street spaces





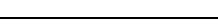


Off street spaces

QUICK VISUALISATION OF ON STREET CARSPACE UTILISATION

Figure 5

Legend:

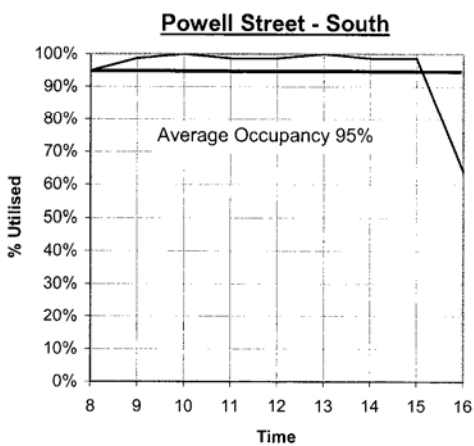
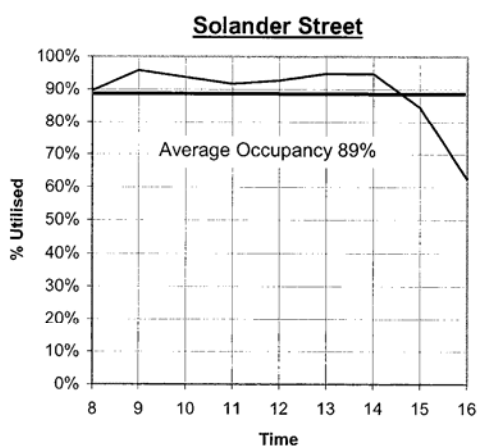
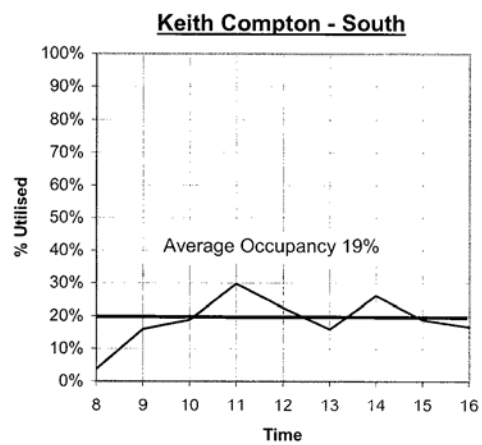
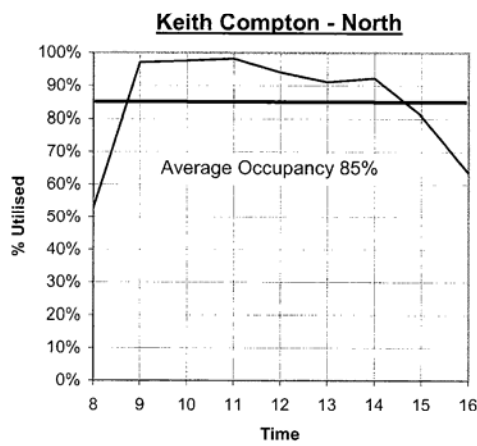
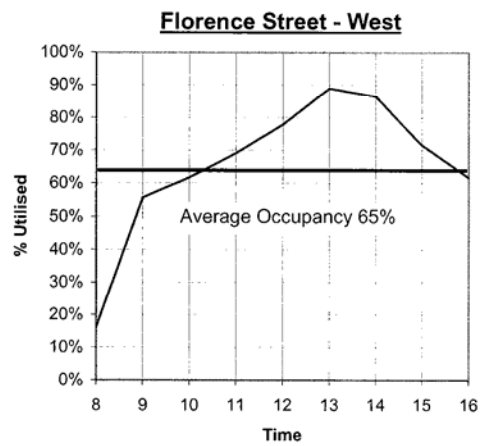
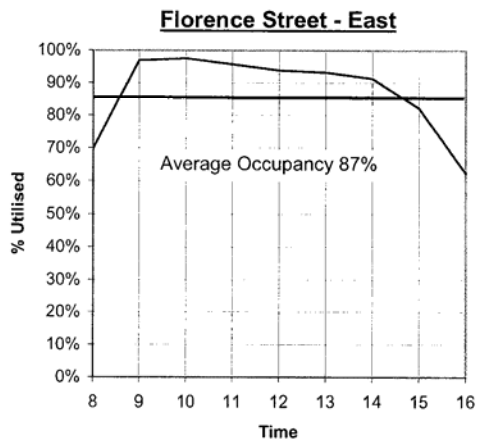
Parking Rating	Parking Description	Utilisation (%)	Indicative Line Thickness
☆	Poor	81-100	
☆☆	Fair	61-80	
☆☆☆	Average	41-60	
☆☆☆☆	Good	21-40	
☆☆☆☆☆	Excellent	0-20	



APPENDIX B
Parking Demand Statistics



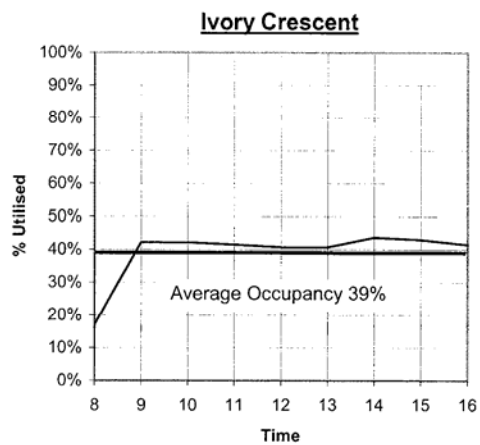
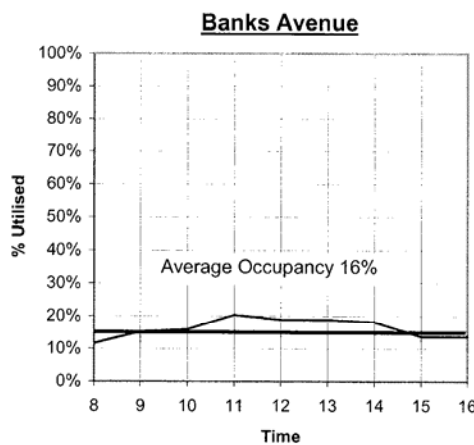
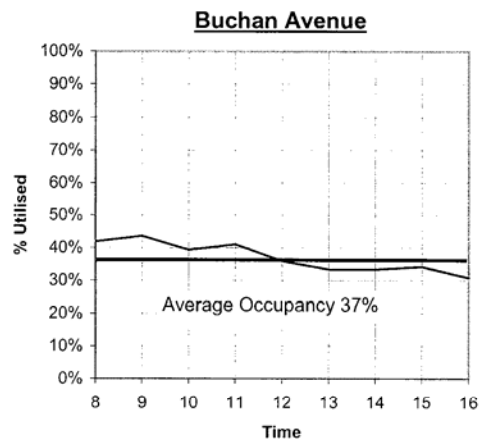
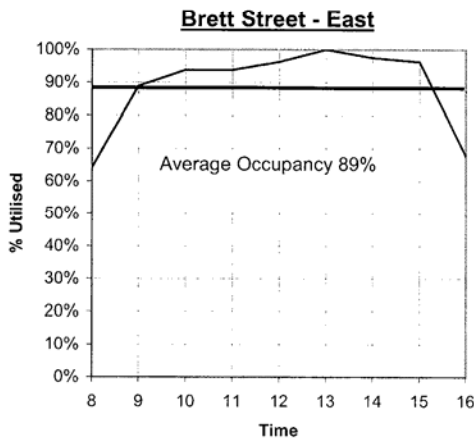
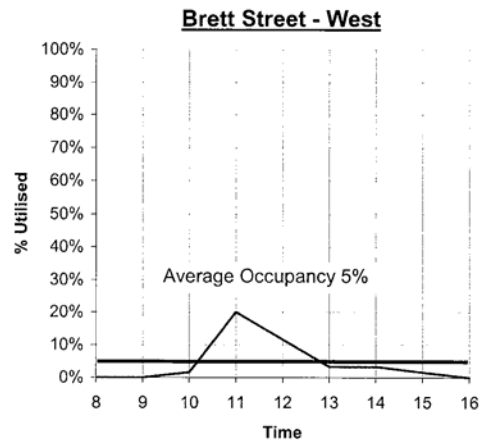
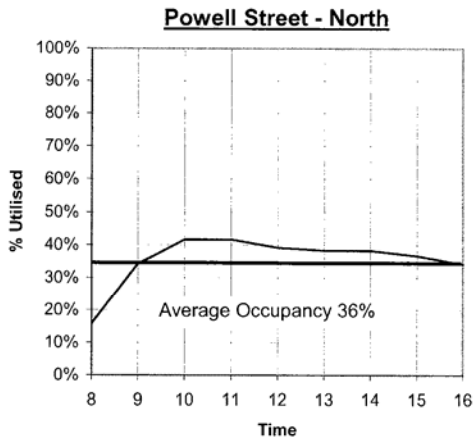
TWEED HEADS PARKING SURVEY - SOUTHERN PRECINCT - ON STREET



Note: Average duration for parking in all the above streets is greater than 6 hours.

Three Day Average Parking Utilisation Results - Sheet 1 of 3
(14 - 16 March 2007)

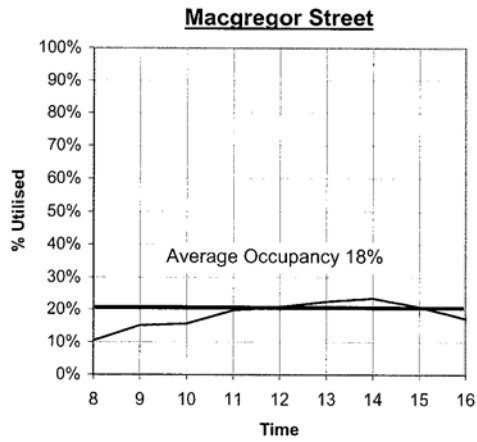
TWEED HEADS PARKING SURVEY - SOUTHERN PRECINCT - ON STREET



Note: Average duration for parking in all the above streets is greater than 6 hours.

Three Day Average Parking Utilisation Results - Sheet 2 of 3
(14 - 16 March 2007)

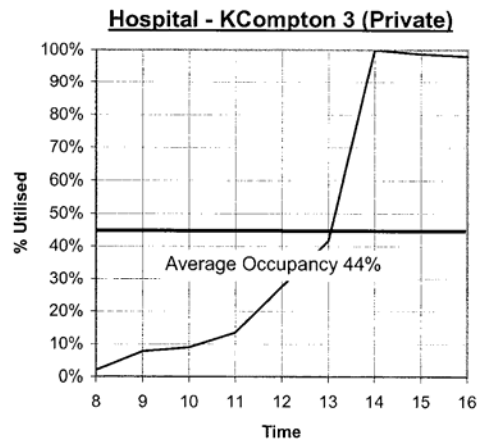
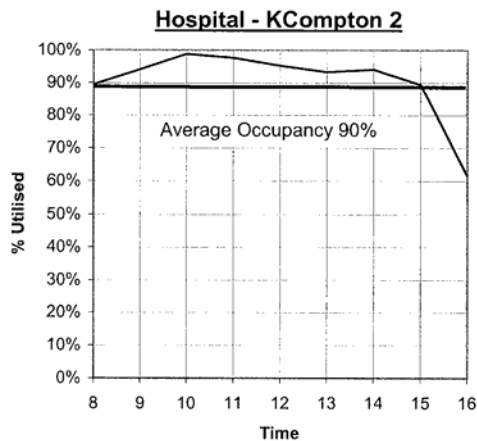
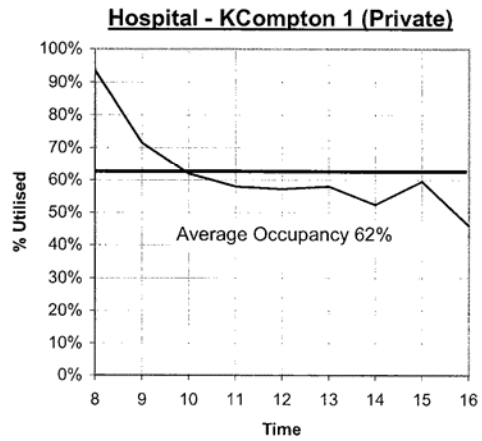
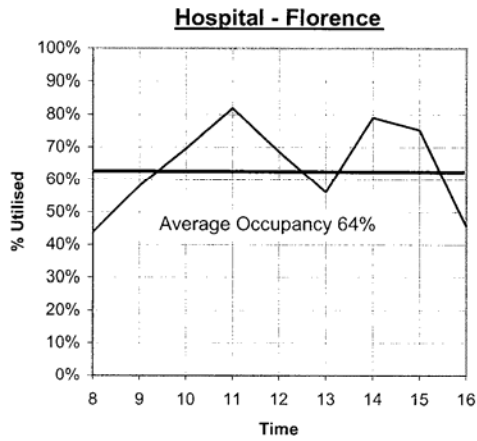
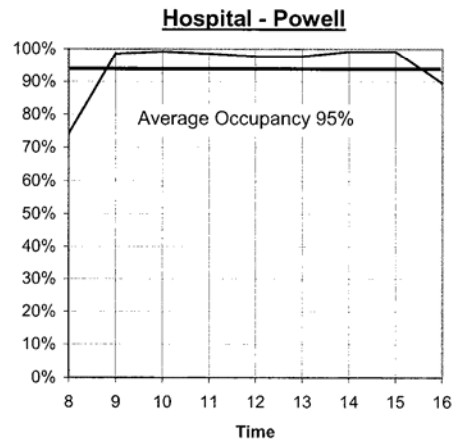
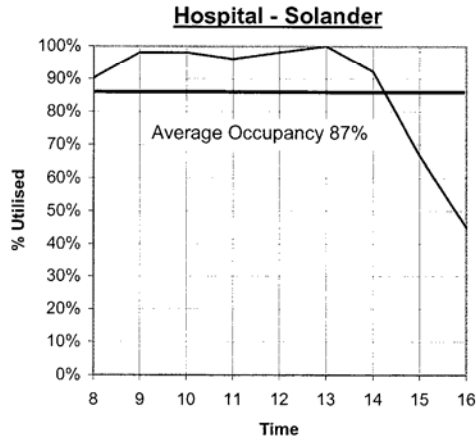
TWEED HEADS PARKING SURVEY - SOUTHERN PRECINCT - ON STREET



Note: Average duration for parking in all the above streets is greater than 6 hours.

Three Day Average Parking Utilisation Results - Sheet 3 of 3
(14 - 16 March 2007)

TWEED HEADS PARKING SURVEY - SOUTHERN PRECINCT - OFF STREET

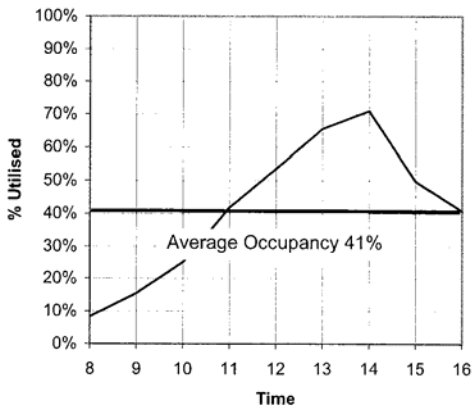


Note: Average duration for parking in all the above streets is greater than 6 hours.

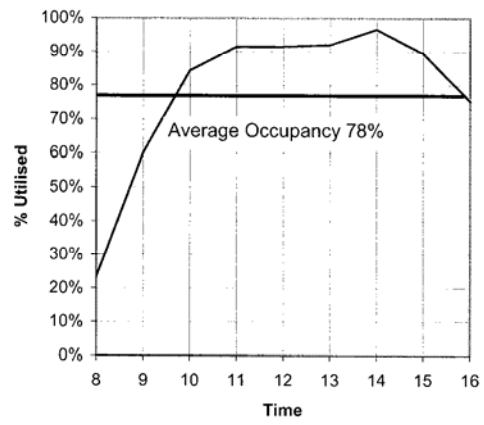
Three Day Average Parking Utilisation Results - Sheet 1 of 2
(14 - 16 March 2007)

TWEED HEADS PARKING SURVEY - SOUTHERN PRECINCT - OFF STREET

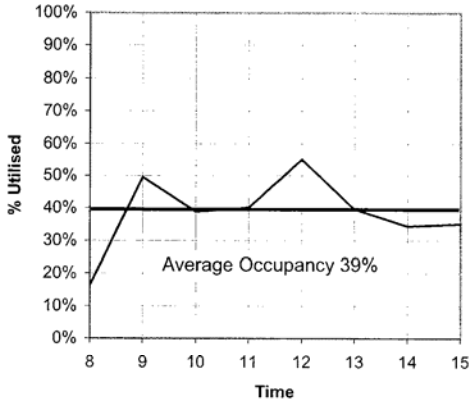
Tweed Heads Bowls Club - off Powell



Southern Cross University



Civic Centre

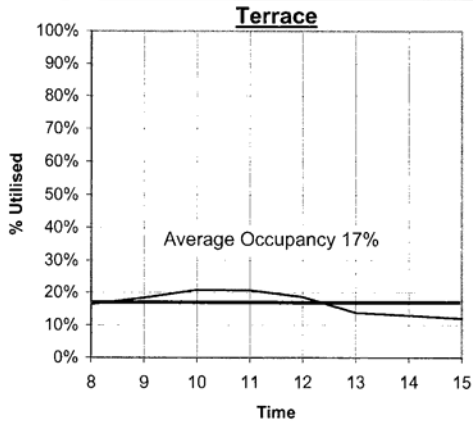


Note: Average duration for parking in all the above streets is greater than 6 hours.

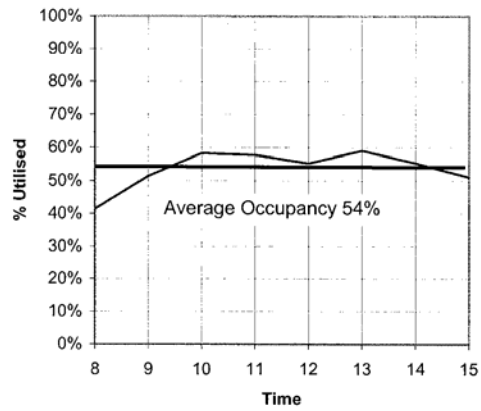
Three Day Average Parking Utilisation Results - Sheet 2 of 2
(14 - 16 March 2007)

TWEED HEADS PARKING SURVEY - NORTHERN PRECINCT - ON STREET

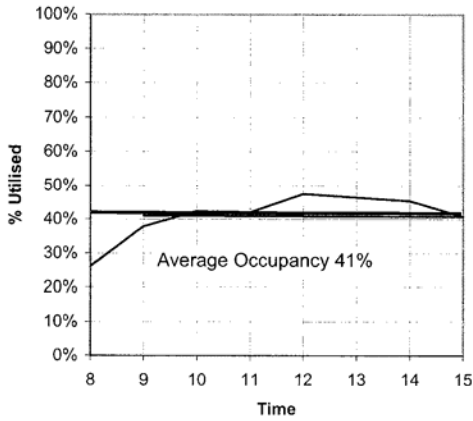
Boundary, Hill Coral & Eden Sts; Tweed



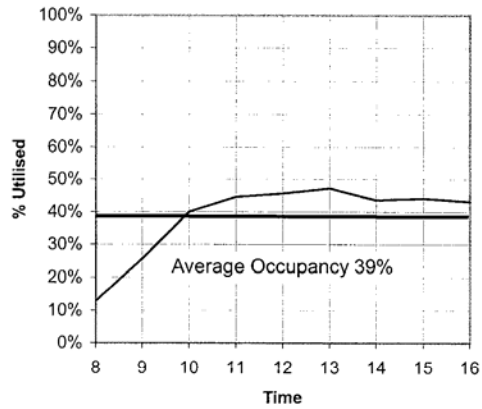
Wharf Street



Bay and Frances Sts; Endeavour Parade



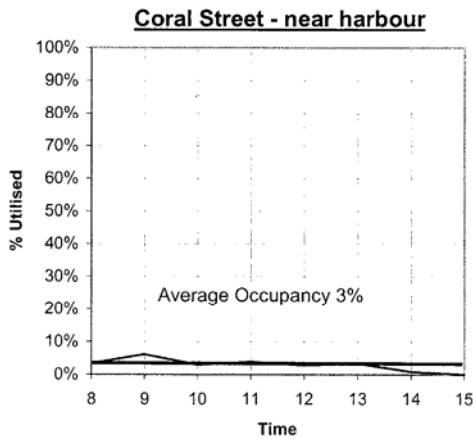
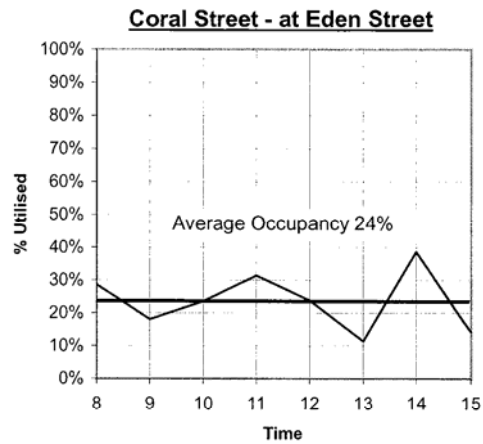
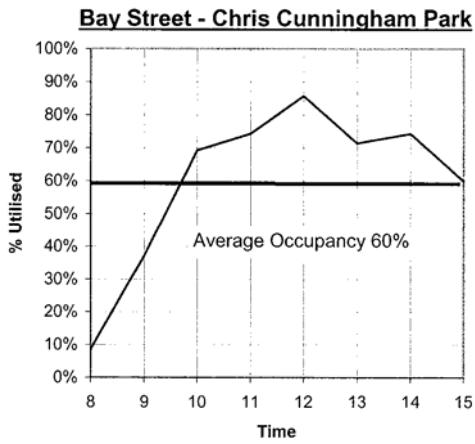
Bay Street



Note: Average duration for parking in all the above streets was not surveyed.

Average Parking Utilisation Results
(12 - 21 December 2006)

TWEED HEADS PARKING SURVEY - NORTHERN PRECINCT - OFF STREET



Note: Average duration for parking in all the above streets was not surveyed.

Average Parking Utilisation Results
(12 - 21 December 2006)

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

Any parking signage installation can be funded from the traffic facilities budget.

POLICY IMPLICATIONS:

Nil.

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. Tweed Heads Parking Study Data (DW 1625304).
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O10 [EO-OC] Relinquishment of Easement to Drain Water 2 metres wide within Lot 2 DP 511812 - 14 Moss Street, Kingscliff

ORIGIN:

Design

FILE NO: DA07/0471

SUMMARY OF REPORT:

Council has received an application for the relinquishment of an Easement to Drain Water 2 metres wide within Lot 2 in DP 511812 at Kingscliff.

The application arises from a development application for a dual occupancy. The application notes that the majority of the on site stormwater and roof water runoff will be into Cudgen Creek.

Kerb and guttering installed by Council along Moss Street now acts to divert stormwater down Moss Street to stormwater pipes south of the property expelling into Cudgen Creek.

It appears that the drainage easement is now redundant, and there appears to be no future requirement for the drainage corridor.

It is recommended that Council approve the relinquishment of the easement at the cost of the landowner.

RECOMMENDATION:

That:-

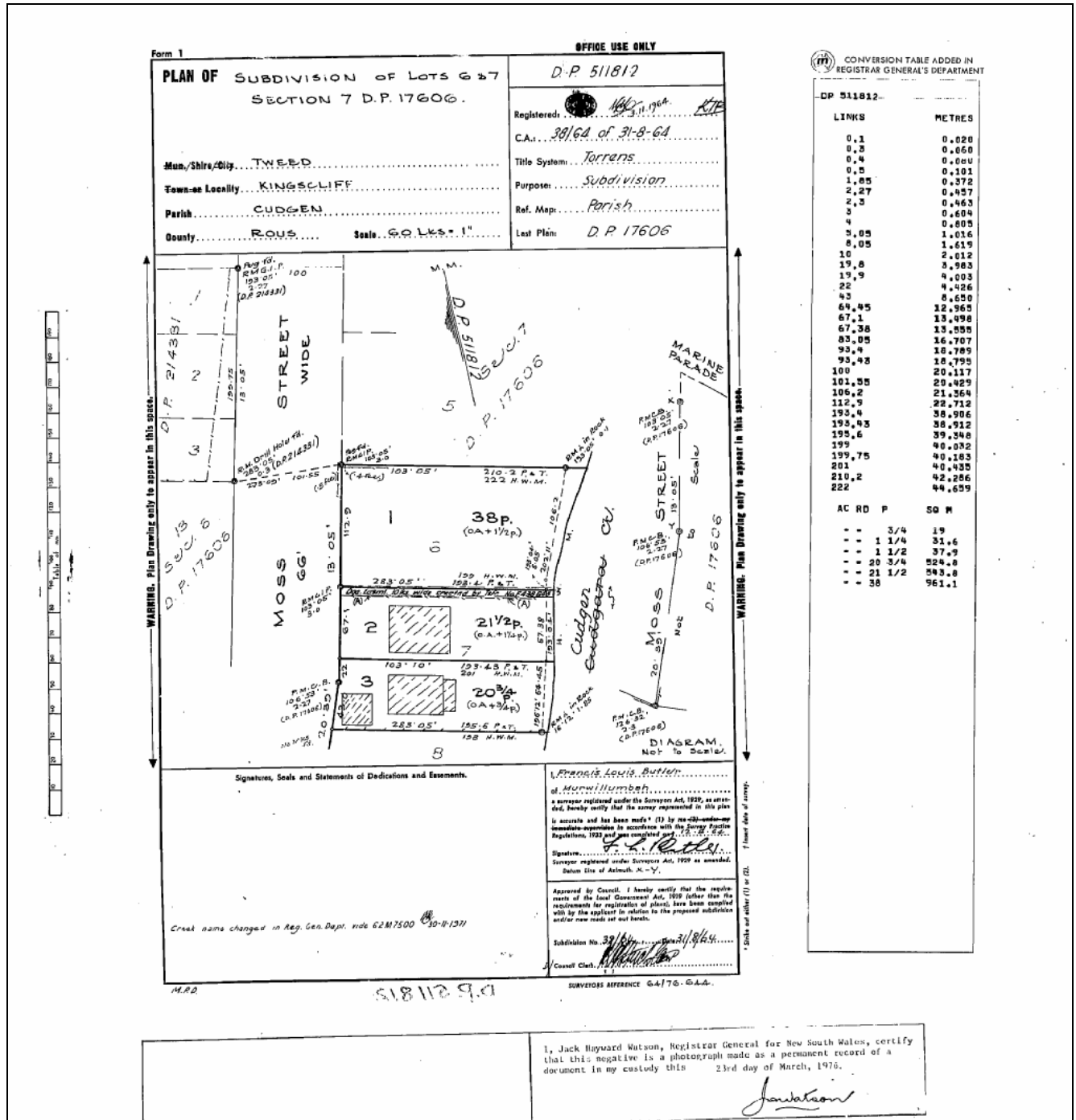
- 1. Council approves the extinguishment of the Easement to Drain Water 2.01 metres wide created within Lot 2 in DP 511812 subject to the applicant meeting all survey, legal and conveyance costs; and**
- 2. All documentation be executed under the Common Seal of Council.**



REPORT:

Council has received an application for the relinquishment of an Easement for Drain Water 2 metres wide within Lot 2 in DP 511812 at Kingscliff.

The copy of the deposited plan below shows the location of the easement located on the northern boundary of Lot 2:



The application arises from a development application for a dual occupancy. The application states that the majority of the on site stormwater and roof water runoff will be diverted into Cudgen Creek by an overland path.

Kerb and guttering installed along Moss Street in within the last 5 years now acts to divert stormwater down Moss Street to stormwater pipes south of the property expelling into Cudgen Creek.

It appears that the drainage easement is now redundant, and there appears to be no future requirement for the drainage corridor.

Council's practice in applications for the extinguishment of easements has been to regard easements as assets which, by definition, may be purchased or sold. However, where applicants for extinguishment have been able to demonstrate that the easement is now unnecessary or redundant and will remain so, it has been the practice to permit extinguishment of the encumbrance at the applicant's cost.

It is recommended that Council approve the relinquishment of the easement at the cost of the landowner.

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

Nil.

POLICY IMPLICATIONS:

Nil.

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).*

Nil.



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011 [EO-OC] Renaming of Pacific Highway at Sexton Hill, Banora Point**ORIGIN:****Design****FILE NO: GS5/1 Pt 5****SUMMARY OF REPORT:**

The Banora Point upgrade design by the Roads and Traffic Authority (RTA) has been completed and the parts of the Pacific Highway that will be bypassed as part of the design will require renaming as they will no longer form a physical part of the Pacific Highway.

There will be a northbound on-ramp and a southbound off-ramp at the southern end of the commencement of the upgrade which separates the existing highway from the highway upgrade. This bypassed section extends from near the Barneys Point turnoff, incorporating the Terranora Road intersection and the existing pedestrian/cyclist bridge to a signalised intersection with Darlington Drive, this is the section of the highway that will require renaming from the Pacific Highway to another name.

The attached aerial layout shows this section of road highlighted in orange.

It is suggested that this section of road, as it incorporates Sexton Hill, be renamed "**Sexton Hill Drive**".

The signalised intersection will incorporate all movements between Minjungbal Drive, Darlington Drive and the Pacific Highway (going north) adjacent to Lake Kimberley. Darlington Drive (shown red) will end at the intersection and there will be an underpass that feeds traffic onto Minjungbal Drive from the intersection. The physical section of road beyond the lights that extends to Minjungbal Drive, should be renamed as "**Minjungbal Drive**". This section of road is shown yellow in the attached layout plan.

It is recommended that Council resolve to advertise its intentions to rename the parts of the Pacific Highway that will be bypassed and created through the Banora Point upgrade.

The attachment to this report is the RTA's concept plan which clearly illustrates the new section of Highway and those sections of the Highway to be renamed.

RECOMMENDATION:**That:-**

- 1. Council approves advertising its intention to rename that part of the Pacific Highway adjacent to the Barneys Point off-ramp at the**



southern end of the Banora Point upgrade adjacent to Noarlunga Street to the signalised intersection between Minjungbal Drive, the Pacific Highway and Darlington Street as “Sexton Hill Drive”;

2. Council approves advertising its intention to rename the new-on ramp extending from Minjungbal Drive to the signalised intersection between Minjungbal Drive, the Pacific Highway (north) as an extension of Minjungbal Drive, and
3. Council notifies the relevant authorities under the provisions of the Roads (General) Regulation 1994.

REPORT:

As per Summary of Report.

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

Nil.

POLICY IMPLICATIONS:

Nil.

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. Roads & Traffic Authority Preferred Concept Plan – Banora Point Upgrade of Pacific Highway at Sexton Hill (DW 1627038).
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O12 [EO-OC] Deed of Assignment & Withdrawal of Caveat - Deed of Agreement between Tweed Shire Council, Lawler and Koch and Hackney**ORIGIN:****Design****FILE NO: DA4930/950 Pt2****SUMMARY OF REPORT:**

In 1999 Council resolved to enter into a Deed of Agreement arising from the subdivision of land at Buenavista Drive, Bilambil Heights. The agreement arose from a consent condition of the subdivision whereby proposed Lots 5 and 6 in the plan of subdivision were to be transferred to Council at no costs and should Council not dedicate these parcels and construct the road to the north (as an extension of Buenavista Drive) before April 2009, they would revert to the landowners of Lots 3 and 4 at Council's cost.

The owners of Lot 4 were parties to the agreement, and have now entered into a contract for the sale of the parcel. The agreement requires subsequent owners to be bound by the original agreement. This will be accomplished by Council entering into a Deed of Assignment with the new owners.

RECOMMENDATION:**That Council:-**

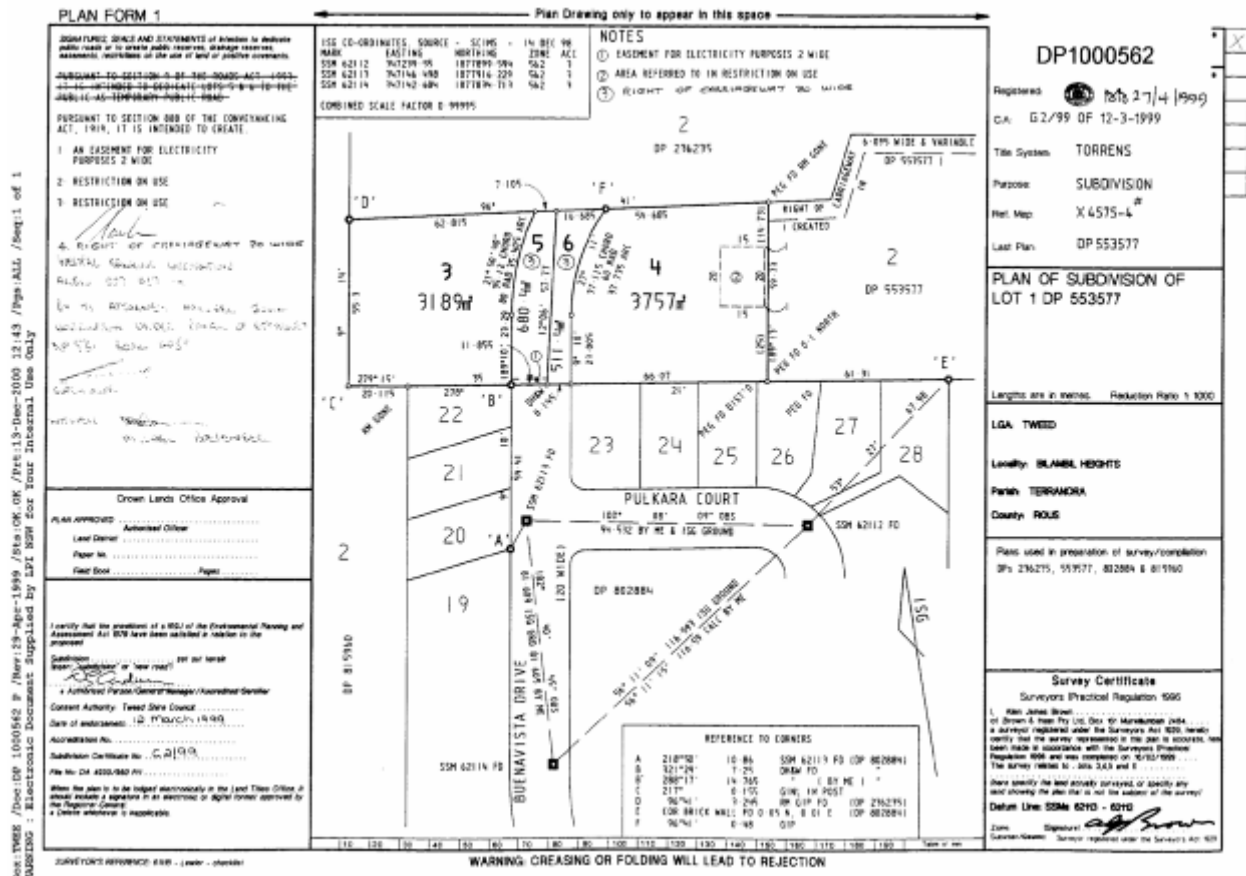
- 1. Approves entering into a Deed of Assignment arising from the sale of Lot 4 in DP 1000562;**
- 2. Sign all necessary documentation under the Common Seal of Council.**



REPORT:

In 1999 Council resolved to enter into a Deed of Agreement arising from the subdivision of land at Buenavista Drive, Bilambil Heights. The agreement arose from a consent condition of the subdivision whereby proposed Lots 5 and 6 in the plan of subdivision were to be transferred to Council at no costs and should Council not dedicate these parcels and construct the road to the north (as an extension of Buenavista Drive) before April 2009, they would revert to the landowners of Lots 3 and 4 at Council's cost.

The plan below shows the parcels subject of the agreement:-



Lots 3 and 4 are privately owned, and Lots 5 and 6 are the corridor for the future road, that are in Council ownership.

There are also mutual caveats over each parcel to ensure that any person dealing with the land is aware of the interests created under the agreement.

One of the parties to the original agreement, Koch and Hackney, are now selling Lot 4. The original agreement provided that Council, as having an interest in Lot 4 by way of a caveat, requires the new owners to enter into a Deed of Assignment to assign the obligations of the original Agreement to them.

A Deed of Assignment has been prepared, it has been approved and is ready for signature. It is now necessary to resolve to execute the Deed of Assignment under Common Seal.

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

Nil.

POLICY IMPLICATIONS:

Nil.

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).*

Nil.



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O13 [EO-OC] Renaming of Council Roads - South Murwillumbah**ORIGIN:****Design****FILE NO: GS5/1 Pt5****SUMMARY OF REPORT:**

At its meeting held on 8 May 2007, Council resolved to advertise its intentions to rename a section of Reserve Creek Road to "Quarry Road", and a section of Wardrop Valley Road to "Lundberg Drive".

An advertisement was published in the Tweed Link on 2 May 2007 seeking submissions in relation to the renaming, and letters were sent to property owners whose addresses would be affected by the renaming.

Copies of submissions and comments form confidential attachments to this report.

RECOMMENDATION:**That:-**

- 1. Council adopts the renaming of the public roads as follows;**
 - (a) Council adopts the name "*Quarry Road*" in lieu of the current name of "Reserve Creek Road" for the 420 metre strip of road between the Tweed Valley Way roundabout to the bridge over Reserve Creek where Quarry Road currently commences;**
 - (b) Council adopts the name of "*Lundberg Drive*" in lieu of that part of Wardrop Valley Road from Hayley Place extending to the industrial subdivision within Lot 102 in DP 1104102 in South Murwillumbah;**
- 2. The renaming of the public roads be gazetted under the provisions of the Roads (General) Regulation, 1994 and the Roads Act, 1993.**



REPORT:

At its meeting held on 8 May 2007, Council resolved to advertise its intentions to rename a section of Reserve Creek Road to "Quarry Road", and a section of Wardrop Valley Road to "Lundberg Drive".

An advertisement was published in the Tweed Link on 2 May 2007 seeking submissions in relation to the renaming, and letters were sent to property owners whose addresses would be affected by the renaming.

Copies of submissions and comments form confidential attachments to this report.

To date there has been one objection from affected landowners on Reserve Creek Road whose address would be changed to Quarry Road. Their objection referred to the notification of change of address costs, however, they raised other issues in their letter relating to the condition of the road.

Another landowner spoke with Council's Property & Conveyance Officer and confirmed that there was no objection to the renaming, as it would not affect their street address.

No other submissions have been received at the date of writing this report.

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

Nil.

POLICY IMPLICATIONS:

Nil.

UNDER SEPARATE COVER/FURTHER INFORMATION:

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1. **Confidential Attachment** - Letter from A & B Dyson (DataWorks 1614602).
-

O14 [CNR-OC] Proposed Support Coordination for Older Parent Carers Project to Operate Across the Far North Coast of NSW

ORIGIN:

Community & Cultural Services

SUMMARY OF REPORT:

Tweed Shire Council was advised on 25 June 2007, that Council was the successful tenderer in securing a major project to assist frail aged carers of persons who have a disability, (but who are not generally known to the service system). Tweed Community Options submitted a tender proposal to the Department of Ageing Disability and Home Care in response to their advertised tender of March 2006 - DADHC.07.19 area NORSC1.

Tweed Community Options will be the lead agency in implementing this project.

RECOMMENDATION:

That:-

- 1. Council enters into a contract of \$1.160 million with DADHC over the two year period (2006/2007 and 2007/2008), commencing immediately with the receipt of \$690,000 in funding for the first 12 months, with the balance to be received in the following year and votes the expenditure.**
- 2. All documentation relating to the variation in our current funding agreement from DADHC, be executed under the common seal of Council.**
- 3. A Memorandum of Understanding be executed to formally link the three nominated Community Options Projects (and their auspices) into an agreement to undertake the Project as per the Tender submitted and the DADHC Service Description Schedule.**



REPORT:

The Commonwealth and the State Governments are responding to the identified and significant need across Australia to further support ageing carers who are caring for an adult son or daughter. These clients are currently under-resourced and generally unknown to the relevant service providers. The Department of Ageing Disability and Home Care (DADHC) advertised across NSW for tenders from interested and skilled service providers who could manage DADHC's new Support Coordination Services Project. The project is aimed at meeting the needs of the target group by utilising case management skills together with a respite funding package for each family in the Project.

Tweed Community Options submitted their Expression of Interest to DADHC and nominated in the document that Tweed Shire Council's Tweed Community Options will take the Lead Agency Role - with Richmond Community Options and Clarence Valley Community Options as collaborative partners in distributing services and resources equitably across the Far North Coast.

The project will identify previously unknown families living in the Tweed, Richmond Valley and Clarence Valley regions and link these families into the service system, together with up to \$5,000 per family in respite services. The project is of two years duration and incorporates collaborative working relationships with Richmond Community Options (NSW Health) and Clarence Valley Community Options (Clarence Valley Council). Up to 240 families will be linked into the project over the two year period - each Community Options project managing the work-load for respective families living in their areas. Total funding over the two years is \$1.160 million and includes: an additional staff member (contract); case management costs; vehicles leasing costs; operating on costs; and respite packages.

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

The program is fully funded by the grant.

POLICY IMPLICATIONS:

Nil.

UNDER SEPARATE COVER/FURTHER INFORMATION:

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1. Department of Ageing, Disability & Homecare (DW 1624362)
-

O15 [CNR-OC] Non-Recurrent Service Improvement Funding**ORIGIN:****Community & Cultural Services****SUMMARY OF REPORT:**

A letter from DADHC addressed to Council was received on 18 June 2007, advising non-recurrent funding of \$6,362 has been approved for services auspiced by Tweed Shire Council.

Funds are derived from two (2) sources:

- Commitments in the 2006/07 Home and Community Care (HACC) State Plan and HACC program funds carried forward from 2005/06; and
- Funds made available to the Department of Ageing, Disability and Home Care (DADHC) by the Australian Department of Veterans' Affairs (DVA) for the enhancement of the Home and Community Care (HACC) service system."

RECOMMENDATION:**That Council:-**

1. **Accepts the allocation of \$6,362 funding from Department of Ageing, Disability & Home Care and votes the expenditure.**
2. **Writes to Department of Ageing, Disability & Home Care acknowledging the funds and formally accepting the funds, with allocation as per the desired purposes stated in the correspondence.**



REPORT:

The purpose of the funds is a one-off payment to enhance the provision of services to clients of the HACC service system. This allocation is for minor capital purchases; service improvements of a non-recurrent nature; volunteer reimbursement of support and or training support for volunteer or improvement to access services for special needs groups.

Details of the approved payments for each service:

Service Name	Funding Stream	Amount
HACC Enhancement (DVA)	DVA	\$2,381.00
Tweed Council – Community Worker (HACC)	HACC	\$224.00
Tweed Shire Community Options	HACC	\$3,757.00

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

Nil.

POLICY IMPLICATIONS:

Nil.

UNDER SEPARATE COVER/FURTHER INFORMATION:

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1. Department of Ageing, Disability & Home Care (DW1619919)
-

O16 [CNR-OC] Proposed Service Improvement Funding**ORIGIN:****Community & Cultural Services****SUMMARY OF REPORT:**

A letter from DADHC and received by Council on 31 May 2007 offers enhancement funding of \$1,000 and states that "These funds have been made available to the Department of Ageing, Disability and Home Care (DADHC) by the Australian Department of Veterans' Affairs (DVA) for the enhancement of the Home and Community Care (HACC) service system."

The total of the grant is \$1,000.

RECOMMENDATION:**That Council:**

- 1. Accepts the funds of \$1,000 as a variation of our current funding agreement with DADHC and votes the expenditure.**
- 2. Writes to DADHC acknowledging the grant and formally respond with acceptance of the grant and allocation of funds as per the desired purposes stated in the correspondence.**



REPORT:

The purpose of the grant is a one-off allocation to enhance the provision of services to clients of the HACC service system. This grant has been allocated for Service Improvement Funding. The correspondence states that "the funds should be used for the recruitment, training and support of volunteers (where appropriate) but could also be used for workforce planning and development (including training), improvement in access for special needs groups or for other service improvements that can be effectively supported with non-recurrent funding".

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

Nil.

POLICY IMPLICATIONS:

Nil.

UNDER SEPARATE COVER/FURTHER INFORMATION:

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1. Department of Ageing Disability & Home Care (DW1611271)
-

O17 [CNR-OC] Proposed HACC Podiatry Services for Tweed Shire HACC eligible residents**ORIGIN:****Community & Cultural Services****SUMMARY OF REPORT:**

The Department of Ageing Disability & Home Care (DADHC) has allocated funding for the Far North Coast to provide services to HACC eligible people who require podiatry services. These funds are to be distributed through a funding agreement between NSW Health and DADHC. The agreement directs that \$20,409 per year for three years is to be distributed by Tweed Shire Council's Tweed Community Options. Funds were originally held up during the 2006/2007 financial year, however the first of three allocations of \$20,409 has this past week been directly credited to Tweed Shire Council. The subsequent payments are due to arrive from NSW Health although the funding originates from DADHC.

RECOMMENDATION:**That Council:-**

- 1. Accepts the first of three allocations of \$20,409 from NSW Health and that Tweed Shire Council further resolves to accept the following two allocations of \$20,409 as and when they arrive during the funding period 2006 to 2009 noting NSW Health will provide a Memorandum of Understanding to Tweed Shire Council as documentation for acceptance of the funding and votes the expenditure.**
- 2. Executes all documentation under the common seal of Council.**



REPORT:

In January 2006 Tweed Community Options communicated with Richmond Community Options, whereby Tweed was advised by the Manager of Richmond Community Options (auspiced by NSW Health Northern Region), that a new contract existed whereby NSW Health and DADHC entered an agreement to provide podiatry services across the Far North Coast utilising funding from DADHC with specific amounts for each of the three areas (Tweed, Richmond Valley, and Clarence Valley).

The three year contract period is 2006 to 2009 - and specifies \$20,409 per year for Tweed Community Options to distribute. Services are to be prioritised to the most "in need HACC clients" who live in the Tweed Shire. A service description schedule (SDS) details how the services are to be managed and the outcomes expected by DADHC.

Recipients of the services can elect to use mainstream providers, should they not be able to access NSW Health funded podiatry through their local Community Health centres. Previously, podiatry services provided through Community Health centres have often been at capacity and unable to manage the number of referrals that they receive. This difficulty has been noted by Tweed service providers and HACC eligible people.

Podiatry was recently short-listed as a high priority need for the Tweed Shire and this is documented in Aged Interagency meeting minutes. Podiatry was also nominated by Tweed service providers in the Tweed, for inclusion in the 2006/2007 HACC funding round at HACC Planning Meeting of March 2006. The Tweed Shire has a significant ageing population who generally require additional podiatry services.

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

Nil. The program is fully funded by the grant.

POLICY IMPLICATIONS:

Nil.

UNDER SEPARATE COVER/FURTHER INFORMATION:

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Nil.

O18 [CNR-OC] Waste Strategy Considerations**ORIGIN:****Waste Services****SUMMARY OF REPORT:**

Council earlier this year appointed A Prince Consulting to prepare a Waste Strategy for Council to advise Council of alternate waste collection and disposal options for the new contract which will commence on 1 December 2009.

The final report has now been received and A Prince Consulting will make a presentation to Council at a workshop prior to the Council meeting. The report contains 35 recommendations and some of which have been varied considerably as part of the consultants response to the community consultation phase and which are discussed further in the body of the report.

RECOMMENDATION:**That Council:-**

- 1. Introduces a new fully co-mingled recycling service in a 240 litre bin collected fortnightly to all residents receiving a waste collection service commencing on or around 1 December 2009.**
- 2. Extends the current garden waste Collection service to single households in urban areas in a 240 Litre bin collected fortnightly if requested by the individual residents, commencing on or around 1 December 2009.**
- 3. Offers the garden waste collection service to medium and high density dwellings if requested by individual management committees.**
- 4. Offers residents a 140 Litre bin as the Standard Service with the option of a differential service rate for an 80 Litre or 240 litre bin in the interests of social equity. The price differential for these three options will be assessed once the tender for the Domestic Waste Services is finalised, commencing on or around 1 December 2009.**
- 5. Place on further public exhibition for 28 days the recommendations in this report and the summary of Council's action to the remainder of the report.**

REPORT:

Council earlier this year appointed A Prince Consulting (APC) to prepare a Waste Management Strategy for Tweed Shire to advise Council of alternate waste collection and disposal options for the next waste contract which commences 1 December 2009.

The final report is attached to this business paper and the consultants will make a short presentation to Council during the Community Access session prior to the Council meeting.

Following are the Consultants recommendations, together with Council's comments:-

1. *That Council continue to monitor the activities of the South East Queensland Waste and Recycling Network Group and the NEWF. It would appear that Tweed Shire has more in common with the Queensland group and its activity better reflects the immediate and long-term needs of Council.*

Council's comments:-

Council has monitored activities in South East Queensland and in the Northern Rivers of NSW for over 10 years. Council has now joined North East Waste Forum for the year 2007-08.

2. *That Council request the waste contractor to have trained staff available at all times to receive and process DrumMUSTER containers.*

Council's comments:-

Council arranged over 5 years ago for one of the contractor's staff members to be trained to receive and process DrumMuster containers. Council will request that the contractor send additional staff for Drum Muster training.

3. *That the contractor uses the service of the free DrumMUSTER training program.*

Council's comments:-

Council has used DrumMuster training to train 2 staff members and will continue to train extra staff.

4. *That Council continue to support the efforts of DrumMUSTER through community education and promotion of either continuous receipt of containers or one-off collection programs.*

Council's comments:-

Council continues to support DrumMuster.

5. *Council continue to promote that asbestos should be removed, handled and stored in accordance with the Work Cover Regulation.*

Council's comments:-

Council continues to promote the safe removal, handling and storage of asbestos in accordance with Work Cover Regulations.

6. *That all batteries received at all waste depots be correctly stored.*

Council's comments:-

Council has ensured and will continue to inspect the depots to ensure that all batteries received are correctly stored.

7. *That Council include the correct disposal of gas cylinders and bottles in future community educational material and promote the drop-off of these materials at each waste disposal facility.*

Council's comments:-

Council has promoted the drop off of gas cylinders and bottles at each landfill for a number of years and will continue to include information on the correct disposal in community education material.

8. *That Council continue to support the operation of reuse facilities at all waste disposal facilities.*

Council's comments:-

Council has previously and will continue to support the operation of reuse facilities at the major waste disposal facilities.

9. *Council ensures the community is informed about household hazardous collection programs.*

Council's comments:-

Council has regularly conducted household hazardous waste collection programmes over the last three years, will continue to do so and continue to keep the community informed on a quarterly basis.

10. *That Council continue to promote the current practice of source-separation and free delivery of recyclables at all waste facilities.*

Council's comments:-

Council has promoted the current practice of source separation and free delivery of recyclables to all waste facilities and will continue to do so.

11. *That Council should introduce a new fully commingled recycling service in a 240-litre bin collected fortnightly to all of its residents.*

Council's comments:-

As part of a community survey residents were asked if Council should introduce a dedicated recycling container. The majority of residents 59% supported this outcome. When the analysis was based on household size, households with 1-2 people were fairly evenly divided with 57% supportive and 49% opposed to its introduction. However, in families with 3 or more people 82% supported the introduction of a dedicated recycling container. It is also considered that a dedicated recycling bin will reduce the amount of contamination of other waste and increase recycling yields.

Therefore it is recommended that Council should introduce a new fully co-mingled recycling service in a 240 litre bin collected fortnightly to all residents receiving a waste collection service commencing on or around 1 December 2009.

12. *That Council should introduce a garden service in a 240-litre bin collected fortnightly to all single residential dwellings in townships.*
13. *That Council offers an optional garden waste service to all medium-density and multiple-occupancy residential buildings.*

Council's comments (12 & 13):-

Council currently provides a voluntary user pays garden organics service in a 240 litre bin collected fortnightly. The introduction of the service has been quite popular with approximately 30% of residences now receiving the service. The community survey indicated that 50% of single households in urban areas supported the introduction of the service. It is considered that one of the best ways of increasing the diversion rate of household waste is to increase the amount of garden organic waste diverted from landfill. In order to increase the diversion rate it is proposed to introduce a 240 litre garden organic service collected fortnightly to individual residential dwellings in urban areas.

This strategy recommends that the garden waste collection be extended to all residential dwellings in urban areas, however, it is considered that it would be a better strategy to provide the service to the properties that would be prepared to use the service rather than provide the service to all urban properties whether needed or not.

The need for a garden waste service for medium density dwellings is not as great, as garden services are often tendered out, however, there will still be some demand for the garden waste service at some of these premises and it is considered that this service to medium density dwellings should also be offered where requested.

Therefore it is recommended that Council extends the current garden waste Collection service to single households in urban areas in a 240 Litre bin collected fortnightly if requested by the individual residents and

It is recommended that Council also offers the garden waste collection service to medium and high density dwellings if requested by individual management committees.

14. *That Tweed Council offer residents a 140-litre bin as the standard service with the option of a differential service rate for an 80-litre or 240-litre in the interests of social equity. The price differential for these service options will be assessed once the tender for domestic waste management services is completed.*

Council's comments:-

Council currently offers residents a 240 Litre bin split 50/50 Waste and Recycling, providing 120 litre of space for waste and 120 litre for recycling.

The community survey revealed that 36% of residents indicated that the waste side of the split bin was regularly full to overflowing, while 37% of residents indicated that the recycling side was regularly full to overflowing and 28% indicated that both sides were regularly full to overflowing.

It is considered that the removal of the divider from the bin will free up more space for recycling. It is also considered that there are significant variations in the amount of waste generated by different sized households and therefore it is proposed to offer 3 different bin sizes for waste Storage, 80 litre, 140 litre and 240 litre.

Small households 1-2 people might find the 80 litre bin adequate, while medium households might require a 140 litre bin and larger households a 240 litre bin.

It is also proposed to institute differential charging for the different size bins, however, these fees will not be set until after the New Contract is awarded in 2009.

Therefore it is recommended that Council offer residents a 140 Litre bin as the Standard Service with the option of a differential service rate for an 80 Litre or 240 litre bin in the interests of social equity. The price differential for these three options will be assessed once the tender for the Domestic Waste Services is finalised.

15. *That new lids in accordance with the Australian Standard 4123 Mobile Waste Container be provided to all existing and new domestic waste, recycling and garden organics bins as part of the collection contract.*

Council's comments:-

New lids in accordance with AS4123 Mobile Waste Containers will be provided to all existing and new domestic waste, recycling and garden organics bins as part of the new collection contract.

16. *Council should continue to monitor developments by other local governments which have introduced or are proposing to introduce organic waste collection programs, in particular, Coffs Coast and Hastings Councils, to learn from their experiences. Council should also assess new and emerging technologies and processes which have applicability for the area.*

Council's comments:-

Council has for a number of years monitored developments by other local governments which have introduced or are proposing to introduce organic waste collection programmes and will continue to do so. Council has also monitored developments in new and emerging technologies and will continue to do so. None of these techniques have proved viable long term.

17. *That Council introduce dedicated collections for specific materials, that is, metals / whitegoods and continue with the bi-annual household cleanup service.*

Council's comments:-

Following request from Administrator Boyd, Council has already introduced a dedicated collection for metals/whitegoods. Residents will be reminded of this service every few months. This collection will continue as will the bi-annual household cleanup service. However the dedicated collection of metals may be affected by world commodity prices and may not be sustainable long term.

18. *Should Council maintain its own MRF, then the future collection contract should specify a maximum compaction for the collection of recycling at 180 kg/m³ and in accordance with best practice.*
19. *That Council enter into discussions with third parties in relation to the acceptance of Tweed Shire Council recyclables.*

Council's comments (18 & 19):-

Retention of the MRF and decisions regarding options with recycling will be made as part of the tender process in 2008.

20. *That a two-bin system – garbage and ‘containers only’ or alternate litter bin system be trialled in key strategic areas.*
21. *That a performance review of the system be undertaken three months after the system is introduced.*
22. *Recycling stations should be provided in strategic visitor locations to reduce the incidence of visitors using private or commercial bins.*
23. *That the existing blue litter bins should be replaced with green bins with red lids for rubbish and yellow lids for recycling.*

Council's comments (20, 21, 22 & 23):-

Refer to litter control initiatives which are not relevant to this report and will be dealt with as a separate project.

24. *That Council develop a Waste Not DCP and place a notation or condition on all Development Approvals requiring the source separation and containerisation of all waste on building sites to minimise waste generation and prevent unintended pollution.*

Council's comments:-

Council as part of its membership of North East Waste Forum is participating with other Councils in the development of a Waste Not DCP and this project should be completed by November 2007.

25. *That source-separation of loads prior to delivery is desirable due to the differential pricing policy to be applied to mixed loads at Stotts Creek and Murwillumbah landfills.*

Council's comments:-

Council has been carrying out this recommendation for some time and has now amended its fee structure to encourage more source separation of loads by differential pricing of mixed loads at all its Waste Depots.

26. *That Council undertakes a community education and industry information campaign to promote source-separation of all loads delivered to the Stotts Creek landfill.*

Council's comments:-

Council has already undertaken a community education and industry information programme to promote source separation of loads delivered to all Waste Depots.

27. *That Council directly approaches the significant users of its landfills on a personal basis to inform and educate them regarding the role of source-separation and of Council's intention to introduce a substantial change to the future fee structure and charges for disposal of waste.*

Council's comments:-

Council has already approached significant users of its landfills on a personal basis to inform and educate them regarding the role of source separation and of Council's intention to introduce substantial changes in its 2007-2008 fees and charges.

28. *That Council resolves to introduce differential landfill fees for sorted and unsorted loads and offer a significant price variation to create the necessary motivation for source-separation within the community.*

Council's comments:-

Council has been carrying out this recommendation for some time and has now amended its fee structure to encourage more source separation of loads by differential pricing of mixed loads at all its Waste Depots.

29. *That council introduces a significant differential pricing policy to encourage source – separation by waste generators of building materials.*

Council's comments:-

Council has been carrying out this recommendation for some time and has now amended its fee structure to encourage more source separation of loads by differential pricing of mixed loads at all its Waste Depots.

30. *That the current education and communication program delivered by the contractor be reviewed to assess and evaluate the effectiveness and value for money prior to developing the new contract specification.*

Council's comments:-

The current education and communication programme delivered by the contractor will be reviewed to assess and evaluate the effectiveness and value for money before the preparation of the new contract tender specification.

31. *Given the high proportion of visitors to the area, that the use of graphic images supported by the English words must be incorporated into all communication modes*

Council's comments:-

Council will introduce graphic images supported by English text into all communication modes to assist visitors to the area.

32. *That Council must commit sufficient and ongoing budgetary resources to continue the education of both residents and visitors.*

Council's comments:-

Council already commits and will continue to commit sufficient and ongoing budgetary resources to help continue the education of both residents and visitors. Council is currently developing a new Education Centre at Chinderah Sewage Treatment Plant and a focus on waste initiatives will be part of the display.

33. *That the waste depots should be renamed as Resource Recovery Centres.*

Council's comments:-

Council will rename its Waste Depots to Resource Recovery Centres as signage is upgraded.

34. *That Council ensure that the new waste education centre is a demonstration site for green building and sustainable living and be called The Sustainable Living Centre.*

Council's comments:-

The development of the new waste education centre at Chinderah will see the centre become a demonstration site for sustainable building and living and it is suggested that consideration be given to naming the centre "The Sustainable Living Centre".

35. *That concurrently with developing plans for the local landfill, Council reviews other long-term disposal options for the Shire's waste as identified in the Strategy having regard to transport and disposal costs, method and number of vehicle movements to accurately assess traffic impact.*

Council's comments:-

Council is currently developing plans for a new landfill at Eviron Road and as part of the tender specification and evaluation process will consider other long term waste disposal options having regard to transport and disposal costs and other sustainability factors. Waste will continue to be delivered to Stotts Creek Transfer Station. Options for local disposal at landfill or transport away to other disposal sites depending on triple bottom line considerations will be a decision for Council to best manage the waste stream and its landfill reserves as circumstances change.

Of the 35 recommendations, four require adoption of recommendation by Council. Others will be considered as part of the tender specification and assessment process at a later date. A significant number have already been adopted and the remainder will be implemented over time if considered appropriate.

While the strategy recommends additional bins and services, Council is trying as far as possible to provide the additional bins and services within the current budget framework with little or no additional costs imposed on the ratepayers but this will only be finally evident once new tenders are received in 2008/09

These recommendations will form part of the brief to be provided to a consultant for preparation of the tender documents but will be the major part of strategy to affect the consumers.

For this reason the recommendations in this report and the summary of Council's action to the remainder of the report should be placed on further public exhibition for 28 days.

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

Nil.

POLICY IMPLICATIONS:

Nil.

UNDER SEPARATE COVER/FURTHER INFORMATION:

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1. Waste Strategy Final Report (DW 1623899)
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**O19 [CNR-OC] NRCMA Coastal Floodplain & Acid Sulfate Soil Project 06/07
Part A Tweed Contract No. IS6-7-157A**

ORIGIN:

Natural Resource Management Unit

SUMMARY OF REPORT:

The Northern Rivers Catchment Management Authority has offered Council a \$50,000 contract to undertake floodplain management works on the Tweed Floodplain. This project will be facilitated through on-ground works and extension with outcomes being the active management of flood gated drains and floodplains.

RECOMMENDATION:

That Council accepts the funding of \$50,000 from Northern Rivers Catchment Management Authority to carry out floodplain management works on the Tweed Floodplain and votes the expenditure.



REPORT:

The NRCMA has been funding floodplain projects and Council was awarded \$120,000 in 2005/2006. The next round of funding is offering Council a \$50,000 contract to continue this work. The project outcomes are:-

- Reduction of ASS products from the Tweed Floodplain
- Adoption of farmers implementing ASS Best Management Practices
- Increased awareness and understanding by farmers and community of ASS/NRM sustainable management practises on the floodplain

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

Nil.

POLICY IMPLICATIONS:

Nil.

UNDER SEPARATE COVER/FURTHER INFORMATION:

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1. NRCMA contract (DW 1434831)
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O20 [CNR-OC] Contract EQ2007-029- Supply, Installation and Commissioning of Sludge Dredging System Kingscliff STP Altona Road Chinderah**ORIGIN:****Water****FILE NO: GC12/3-200533 Pt1****SUMMARY OF REPORT:**

Council resolved on 30 November 2005 to award Contract EC2005-033 for the Construction of the Kingscliff Sewage Treatment Plant to Belmadar Constructions, now FRH Group Pty Ltd. Part of this Contract was the supply and installation of a barge type sludge dredging system.

Due to technological changes/improvements, it was decided to delete this part of the works from Contract EC2005-033 and call tenders to allow alternative proposals to be considered.

Tenders for Contract EQ2007-029 Supply, Installation and Commissioning of Sludge Dredging System Kingscliff STP Altona Road Chinderah were subsequently called and closed 13 June 2007. Three Tenders were received by the closing date from the following Contractors:

- Holaustr Marine Pty Ltd
- Australian Pollution Engineering Pty Ltd
- UAT Pacific Pty Ltd

A summary of the tender evaluation is provided in the confidential attachment.

RECOMMENDATION:**That**

1. **Council awards contract EQ2007-029-Supply, Installation and Commissioning of Sludge Dredging System Kingscliff Sewage Treatment Plant Altona Road Chinderah for the amount \$156,365.45 (GST Excl) to UAT Pacific Pty Ltd.**
2. **The General Manager be given delegated authority to approve variations up to 20% of the initial Contract Sum.**



REPORT:

As per summary.

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

Nil.

POLICY IMPLICATIONS:

Nil.

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).

The attachment is listed as CONFIDENTIAL in accordance with Section 10A(2)(d) of the Local Government Act 1993, as discussion of the information in open Council would disclose commercial information, may prejudice the commercial position of the person who supplied it, or confer a commercial advantage on a competitor or reveal a trade secret.

Information within the attachment identifies the individual tenderer and the evaluation process that has been undertaken by Council in determining the preferred tender. Disclosure of this information is determined to not be in the public interest.

1. **Confidential Attachment** - EQ2007-029 Supply, Installation and Commissioning of Sludge Dredging System Kingscliff STP Altona Road Chinderah (DW 1626442).
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O21 [CNR-OC] Request for "In Kind" Support/Waive Fee**ORIGIN:****Community & Cultural Services****SUMMARY OF REPORT:**

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

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

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

RECOMMENDATION:**That Council:-**

- 1. With reference to the request from Australian Red Cross - Tweed Heads Branch, Council provides the Tweed Heads Civic Centre Auditorium for a reduced fee of \$103 being 50% of the full fee of \$206 for the Red Cross Sports Memorabilia Auction to be held on 2 December 2007 and that Council's support is recognised with the following acknowledgement "This programme has been supported by Tweed Shire Council".**

- 2. With reference to the request from St Johns Ambulance Australia - Kingscliff Cadet Division, Council provides the Banora Point Community Centre (large meeting room) for a reduced fee of \$7.50 per hour being 50% of the full fee of \$15 per hour for the Kingscliff Cadets meetings to be held each Wednesday evening from 7:00pm to 9:00pm and that Council's support is recognised with the following acknowledgement "This programme has been supported by Tweed Shire Council".**



REPORT:

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

Organisation Name	Request	Est \$ Amount of Waiver	Recommendation	Meet Guidelines?
Australian Red Cross - Tweed Heads Branch	Request fee be reduced for hire of Tweed Heads Civic Centre for Red Cross Sports Memorabilia Auction on 2 December 2007.	\$103	That the fee be reduced to \$106 being 50% of the scheduled fee of \$206.	Yes
St Johns Ambulance - Kingscliff St John Cadet Division	Request fee be waived for hire of Banora Point Community Centre for St Johns Cadet meetings to be held for 2 hours each Wednesday evening for approximately 41 weeks of the year.	\$7.50 per hour	That the fee be reduced to \$7.50 per hour being 50% of the scheduled fee of \$15 per hour.	Yes

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

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

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

POLICY IMPLICATIONS:

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

Festivals Policy.

Donations Policy.

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

UNDER SEPARATE COVER/FURTHER INFORMATION:

*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. Australian Red Cross - Tweed Heads Branch (DW1621430)
 2. St John Ambulance - Kingscliff St Johns Cadet Division (DW1617793)
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O22 [CNR-OC] Update of Art Gallery Café Licence**ORIGIN:****Community & Cultural Services****SUMMARY OF REPORT:**

This report concerns the update of Art Gallery Café Licence. The current three year Licence covers the period from 1 July 2004 until 30 June 2007. The current Licensee is Chereyne Hamlin, trading as Butlers on the Run. The Licence is a standard 3 year agreement with an option for a further 3 years. The Licensee wishes to accept a further three year term. The new Licence will operate from 1 July 2007 through until 30 June 2010, and includes increases to the current rental received from the Licensee.

RECOMMENDATION:**That:-**

- 1. The exercise of the option in the licence with Chereyne Hamlin be accepted for the Art Gallery Café for the period 1 July 2007 to 30 June 2010 with the revised licence fee of \$20,000 per annum indexed as per the licence agreement.**
- 2. All necessary documentation be executed under the Common Seal of Council.**



REPORT:

The current Art Gallery Café Licence Agreement between Tweed Shire Council and Chereyne Hamlin (hereinafter called the Licensee) expires on 30 June 2007. The Art Gallery Director has negotiated an increase in the licence fees for the next three year term, 2007 – 2010.

The current Licence Agreement allows for an annual licence fee of \$13,000 per annum, with a standard CPI increase each year. The licence amount for the current financial year is \$15,204.00, which equates to \$1,267.00 per month.

The new fee structure will see this amount increase to a total of \$20,000.00 for the 2007/08 Financial Year. This increase will raise the monthly rental to \$1,667.00 per month. As per the current Licence Agreement, the Licensee will pay Tweed Shire Council this annual licence fee, to be paid in equal calendar monthly instalments in advance.

On each anniversary of the commencement of the term of the Agreement, the licence fee shall be reviewed and the new licence fee for that year will be determined in line with adjustments to CPI.

The Licensee has agreed to the new fee structure, which will commence as of 1 July 2007.

LEGAL/RESOURCE/FINANCIAL IMPLICATIONS:

Nil.

POLICY IMPLICATIONS:

Nil.

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. Licence Agreement - Art Gallery Café (DW 1616857)
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