

1. **Attendance and Apologies**

2. **Declarations of Interest**

3. **Deputations**

4. **Confirmation of Minutes – 11 November, 2014**

A copy of the minutes of the previous meeting held 11 November, 2014 was distributed.

RECOMMENDATION

That the minutes of the previous meeting held on 9 September, 2014 be accepted as a true and correct record.

5. **Business arising from Minutes – 11 November, 2014**

Service Club Welcome Signs

Further to the advice from staff in the minutes of the previous meeting, attached for the information of the Committee is a letter to Mr Young dated 19 November 2012. This letter confirms Council's position that it has provided contemporary alternatives that are preferred for information distribution and awareness about local service club. If the Committee would like to see a change to this position, it should make a recommendation to the Councillors in respect of a Notice of Motion to the Council.

Intersection of Compton Drive & Hill Street

Council staff have investigated and provide the following for the information of the Committee:

- NSW Roads and Maritime Services (RMS, formerly RTA) Guidelines advise that Convex safety mirrors are not for general use and
 - should only be used due to severe visibility problems where there are no other viable measures available and
 - only be used in low volume (less than 300 vph), low speed (50 kph or less) road environments
- Visibility for Compton Drive traffic entering Hill Street, (to observe southbound traffic on Hill Street) is not optimal due to the acute angle of the intersection, however it is possible with care and is considered to be superior to the distorted image that would be available through use of a convex mirror.

- The use of a convex mirror at this location would not be in accordance with NSW RMS Guidelines
- Crash data at this intersection (2003 to 2013) does not include any accident types involving westbound vehicles in Compton Drive where lack of sight distance to Hill Street was a contributing factor

For the above reasons, a convex safety mirror is not considered appropriate for use at this location.

Intersection of Daydream Avenue & Kalinga Street

Council staff have inspected the signs installed and they have been moved to be in accordance with Australian Standard (10 m from through line of kerb). The signs located in Rainbow Avenue at Kalinga Street intersection were also adjusted to comply with the Australian Standard.

Illegal Development/Vandalism of Crown Land

Council has investigated the three BMX tracks located within the Shire at Wardell, Richmond Park and Rainforest Ridge (Allawah Bushland Reserve).

The BMX tracks had generally been constructed by hand and small tools during recent school holidays periods however one involved motorised vehicles. The timing of the holiday period indicates it is generally school aged children constructing the tracks in nearby urban bushlands out of sight from residents. These are similar to other illegally constructed BMX bike track locations that frequently occur at East Ballina and Lennox Head. A brief summary of each track and situation is outlined below.

Wardell Airstrip Fire Trail, Wardell

This track was located on the fire trail and was used by motorbikes and dune buggies creating large raised earth mounds for corners and jumps and restricting legitimate fire trail access and use. BMX bike tracks were not present at this site and this situation is more advanced than school aged children. Following the recent dry period in 2014 leading up to this season a usually untrafficable access from the Wardell STP became accessible for such illegal motorised vehicles. Council has since secured access with gates and the track damage has been rehabilitated with ground surface levels returned as suitable for ongoing fire trail management. The adjacent land managers and owners being the Wardell Turf Farm, Wardell STP, Wardell Golf Club and Crown Lands have all been involved in the investigation and for ongoing supervision of this remote area fire trail. Council rangers and slashing staff from both Council and the Crown will also undertake supervision. This cost approximately \$3,400 to rehabilitate and secure.

Rainforest Ridge (Allawah Bushland Reserve), East Ballina Shire Council

This track was located behind Rainforest Ridge in the Allawah Bushland Reserve off Cronulla Street and Pine Avenue. It was located within the Coastal Cypress Forest listed as an endangered ecological community under the Threatened Species Conservation Act 1995 and amongst numerous Aboriginal sites of significance. The BMX track had been extensively constructed by hand using chainsaws and light construction techniques chopping down many Coastal Cypress trees and using them for ramps and jumps. The advanced level of timber construction and use of chainsaws indicated older kids or young adults had been involved. The site could be accessed from multiple directions and was just out of site from residents. Extensive hand earthworks creating large jumps had dislodged and damaged the listed Aboriginal sites of significance at this location. Council has worked with the Jali Aboriginal Land Council to clean up and rehabilitate the large site. Jali ALC, Council rangers and staff along with nearby residents at Cronulla Street are monitoring the site for any further illegal and damaging construction that might occur. Adjacent residents have been asked to ring the NSW Police, Jali ALC and Council upon the sound of axe chops and chainsaws within the forest. This cost approximately \$3,000 to clean up and rehabilitate.

Richmond Park, East Ballina

This track is located in Richmond Park on the Shaws Bay escarpment between the Suvla Street water reservoir and the Richmond Park toilet block off Suvla Street. It is located within the Coastal Cypress Forest listed as an endangered ecological community under the Threatened Species Conservation Act 1995 and is also within the East Ballina Aboriginal Place. The BMX track had been constructed on the present walking track using small hand tools creating jumps and corner ramps creating trip hazards. Waste building materials have been used in construction and spread around the track and the track construction has also caused some damage to the Coastal Cypress trees. Council staff have undertaken discussions with the Jali ALC on best rehabilitation methodologies given the Aboriginal cultural heritage significance at the site and Council staff are to work with the Jali ALC to clean up and rehabilitate this track. The clean-up and rehabilitation works are planned to occur in the next few weeks providing the weather and Jali ALC availability is suitable. It is estimated this clean up and rehabilitation will cost approximately \$1,200.

David Felsch – Various Matters

- *Saltwater on Burns Point Ferry Road*

David Felsch provided the Committee with a floodgate design he suggests is suitable to be installed on the stormwater drains.

The Council agrees that floodgates offer benefits for addressing the issue of tidal inundation which occurs on parts of Ballina Island and at other areas including Burns Point Ferry Road.

In response, Council has been progressively installing new floodgates, however these actions are not part of an ongoing specific program. Rather, where projects to renew drainage systems are undertaken at locations that include the discharge point to the river, a floodgate is installed. Historically the practice was to install the floodgates at the end of the pipes however, to improve access for operations and maintenance, our practice now is to install the floodgates in line land based pits and this has been very successful.

The reason the Council does not have a dedicated floodgate program is that to date Council's budget for stormwater improvements has been allocated to collapsed stormwater mains, or mains that show a high risk risk of collapse. As well as asset renewal works, other projects have been identified in response to drainage issues that have potential to cause property damage and those projects have been prioritised ahead of Burns Point Ferry Road.

Staff have however commenced a project to investigate the program options for floodgates, however this project can only be progressed when internal resources are available from time to time.

As discussed at the last meeting, ultimately it is a matter for the elected Council to assess and determine the priority ranking of these programs and allocate funds accordingly.

The Council appreciates the efforts of Mr Felsch to build and present a prototype gate to be used in drainage pits. However the concept is not supported by staff for the following reasons.

- The design reduces the hydraulic capacity of the pits. This will increase the width and volume of water in the gutters or adjoining property.
 - The level gradients in Burns Point Ferry Road and other locations in Ballina means there would be insufficient head (pressure) to operate the gate.
 - Installations that are not compliant to recognised standards creates liability risks for Council. This means the Council would need to document its full satisfaction that the installation doesn't reduce or impact the design hydraulic capacity of the stormwater infrastructure.
 - Maintenance from clogging debris would be increased.
 - The cost to manufacture a reliable product is likely to be relatively significant. Typically Council would purchase, rather than manufacture, items of this type.
 - Proprietary items such as "in pipe line socks" are available and these would be preferred for this purpose, however an analysis is required to determine if this option is a better outcome compared to floodgates. This question is part of the program assessment being undertaken by staff discussed above.
- *Ferry Carpark Entrance*

David inquired whether the traffic hold line could be shifted to improve access for vehicles to the carpark adjacent to the Ferry.

The position of the hold line has been reviewed on a number of occasions and has been previously shifted. In the opinion of staff, the current position is the optimised location. Staff are concerned that moving the hold line further away from the Ferry will result in confusion and non-compliance by drivers. Drivers attempting to exit the carpark are able to seek the courtesy of the queued vehicles to make room for their exit or wait until the ferry loading commences. From the observation of staff the demand is not significant and these arrangements are working satisfactorily. Therefore no further action is recommended in response to this inquiry.

- *Headwall Repairs*

David requested maintenance on a headwall near the ferry ramp.

Paul Busmanis (Engineering Works Manager) has inspected these headwalls with Mr Felsch and repairs have been listed for action when resources are available.

- *Lighting on South side of Ferry*

David discussed an option of changing the boomgate at the ferry to gain more power so that it could be used to install more lighting on the south side of the ferry.

In response to Mr Felsch's inquiry about lighting, Council wrote to Mr Felsch on 17 June 2014 (copy attached) and advised the following.

"The lighting on the south side is provided by solar power and is limited to the one light positioned at the boom gate. The light is activated by a timer. The light on the south side would have been affected by the solar power changeover earlier this year, however, there are no outstanding reports regarding the light currently not working.

As discussed, updating to permanently powered lighting on the south side is not included in Council's delivery program. However, an estimate for an upgrade will be prepared for your information."

Council has obtained preliminary information from a supplier of solar panels and streetlighting which indicate a cost of more than \$10,000 for this project. At this point in time funds have not been allocated from either the streetlighting upgrade program or the Ferry budget for this purpose. The streetlighting upgrade program has a strategic list of prioritised works which are annually reviewed and adopted by Council. The focus for the ferry improvement works for the last few years has been on funding the ramp replacement and other requirements on the vessel itself.

Staff will continue to look for funding opportunities for this work, or alternatively the committee may wish to look at the streetlighting program and make an adjustment recommendation to Council.

In respect of modifications to the boomgate, as this gate is a proprietary design and manufacture, further investigation of this option is not recommended. In response to an earlier issue, the solar capacity for this gate has been increased and is performing satisfactorily, however it would not be capable of energising streetlights.

- *Turning Circle – Southside of Ferry*

David asked could he get a response to his correspondence regarding this matter.

Council has previously provided a response to Mr Felsch on this matter, refer to the attached copy of our letter dated 17 June 2014 which advises *“The provision of a turning bay on the south side has not been previously recorded as a necessary road or ferry upgrade, and is not included in Council’s delivery program. However, as discussed, a small amount of investigation (survey and design) will be required to provide a preliminary estimate for feasibility assessment. This investigation will be undertaken when design resources allow.”*

Since that time formal investigation has not been possible, however staff were able to identify a site at the approach to the old ferry crossing that could provide a reasonable level of service for turning by using the existing road shoulders. To facilitate this, staff have relocated some signage and guideposts to provide sufficient clearance for turning movements.

Staff will continue to monitor the demand for this facility to determine if more formal investigations or further siteworks are warranted.

- *Request for Parabolic Mirrors*

David asked if parabolic mirrors could be installed so the ferry driver can see around the corner of the road on the south side.

As discussed above in response to the item for Compton Drive and Hill Street, the use of parabolic mirrors is generally constrained to locations where there are severe visibility problems, although it is noted that the use of the mirrors for this purpose is different to vehicles attempting to enter a flow of traffic.

While the mirrors are for the Ferry Drivers, there are some risks that the mirrors would be a distraction to vehicle drivers. It is also possible that the mirrors will be vandalised, resulting in ongoing maintenance costs. The Council is attempting to improve the amenity of the urban and rural environments by reducing the amount of signage installed to the extent we can.

For these reasons, and that it is unlikely the installation of the mirrors is will generate significant cost savings, the installation is not recommended. However, it is recognised that this is a subjective assessment and any further feedback from the committee will be considered.

- *Use of Box Trailers on Ferry*

David advised that we was promised he could be part of the budget meetings for the ferry and he had written a letter to which he never received a response. He requested concessional arrangements for residents who used box trailers on the ferry.

It is the case that Council has provided a response to Mr Felsch on this matter. Attached are two letters dated 21 September 2013 and 19 June 2014.

The first letter explains Council debated the issue and decided not to allow free trailers on the ferry. The letter advised a Notice of Motion by a Councillor is required for this issue to be revisited.

The second letter confirmed to Mr Felsch the arrangements in regard to making a deputation to Council when it was considering its fees and charges for the 2014/15 financial year. The same process will apply again this year as the opportunity for Mr Felsch to seek a revisited position from Council.

As this is a matter that has been determined by Council, a notice of motion or amendment to the adoption of the fees and charges remains the opportunity for this change to be considered. The Committee may be inclined to advise its feedback to the A Ward councillors.

Boat Ramp Application

For a number of years now the Council has been successful in making grant applications to the NSW Government under the Better Boating Program. To do this the Council prepared a Recreational Boating Study and the applications have followed the prioritised list of projects in the study.

A formalised boat ramp in South Ballina was identified as a beneficial project and a location adjacent to Keith Hall lane was found to be suitable. Council currently has funds to complete the design.

Recently Council was advised that the Better Boating Program is to be replaced with a program called NSW Boating Now. The construction of the Keith Hall Boat Ramp is a project that the NSW Government has announced that will receive funding assistance (along with another 8 projects in Ballina Shire).

The arrangements for NSW Boating Now are very different to the previous Better Boating Program. A report is being prepared for the Council's Finance Committee regarding these arrangements as the projects are to be dealt with as a whole program rather than individual projects. The Keith Hall ramp is estimated to cost \$300,000 with Council required to contribute \$75,000. It is likely that this project will receive priority for funding in the 2015/16 financial year.

6. General Business

7. Council Documents on Exhibition

The following is a list of recent documents that have been placed on exhibition in the period since the last meeting:

- Policy –Corporate Sponsorship – closing date 14 January 2015
- Policy – Donations – Insurance for Environmental Groups – closing date 14 January 2015
- 2014/15 Fees and Charges – Amendment for Inspection of Engineering works – closing date 14 January 2015.
- B-Double and 4.6 m high Vehicle Route Assessment – closing date 14 January 2015
- Draft Development Servicing Plans for Water Supply Infrastructure/Draft Development Servicing Plans for Wastewater and Recycled Water Supply – closing date 15 January 2015
- Cumbalum Precinct A – Draft DCP Amendment and Draft Contributions Plan – closing date 23 January 2015
- Draft Plan of Management for Community Land – closing date 28 January 2015.
- 4WD Beach Permit Seven Mile Beach, Lennox Head – closing date 11 February 2015
- Proposal to Lease Community Land – Alstonville Community Preschool, Alston Avenue, Alstonville – closing date 11 February 2015.
- Policy (Review) Donations – Community Halls Capital Works Assistance – closing date 4 March 2015
- Ballina Floodplain Risk Management Plan – Ballina Shire DCP Chapter 2 Floodplain Management – Floodplain Risk Management Plan & Draft DCP Factsheet – closing date 6 March 2015
- Planning Proposal BSCPP 14/010 – General Amendments – closing date 13 March 2015

8. Next Meeting

The next regular meeting is scheduled to be held on Tuesday, 12 May, 2015 at 4.00 pm.

enquiries refer

Caroline Klose

in reply please quote

Promotional & Interpretative Signage Taskforce/A Ward



19 November 2012

Mr George Young
A Ward Committee Member
gyo19449@bigpond.net.au

Dear Mr Young

Re: Community Service Club Signs

I refer to your recent correspondence to Council's A Ward Committee members on 12 November 2012, and firstly let me state that Council recognises the importance of our Community Service Clubs and acknowledges the valuable role they play in supporting community projects and charities.

In respect to the Club signs as detailed in our previous correspondence in June 2010 and April 2011 the previous signs were removed from the road reserves for a number of reasons including:

- public safety as many of the signs were in poor condition and difficult to read for motorists
- poor aesthetics of many of the signs
- many signs did not comply with contemporary signage laws and
- Council intending to replace this type of information with improved alternatives.

As you are aware the staff members who form Council's Promotional and Interpretative Signage Taskforce have in their previous correspondence outlined three alternative methods in which Community Service Clubs can now promote themselves including:

- Local Information Boards – This project is now complete with six information boards installed in the following locations: Ballina Visitor Information Centre; Tamar Street Bus Stop, Ballina; Teven Rest Stop, Ballina; Bicentennial Park, Ballina; Ross Park, Lennox Head; Freeborn Park, Alstonville. As mentioned in our previous correspondence the inclusion of Club information on these local boards is via reference to Council's Online Community Directory.
- Online Community Directory – This project is now complete. The directory listings can be found via the following link: https://www.ballina.nsw.gov.au/cp_themes/default/csd.asp. It is pleasing to see that the Ballina Lions Club is registered on the directory.
- Inclusion in the Ballina Visitor Centre database – Visitors and residents are able to request information on service clubs at any time and receive a free listing including contact details.

In respect to your request to include the Community Service Clubs' information in the Ballina Shire Council Advertorial it is Council practice not to promote individual clubs as we need to ensure all community groups are treated fairly, and if we promote one club then we should be promoting all community groups. This would not be practical or feasible for Council. Also if your target is visitors I would think the online directories being used would be of far greater benefit.

I am sorry I cannot be of further assistance and I hope this information has addressed some of your concerns. If you wish to discuss any matter further please contact Caroline Klose on 6686 4444.

Yours faithfully

Paul Hickey
General Manager

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council@ballina.nsw.gov.au • www.ballina.nsw.gov.au

Paul Busmanis

Trim: 14/22743 & 14/38152

17 June 2014

Mr David Felsch
971 River Drive
KEITH HALL NSW 2478

Dear Mr Felsch

Re: Burns Point Ferry

I thank you for your letter received at Council on 9 April 2014 and for your discussion at Council on 6 June 2014. I apologise for the late response to your letter.

Regarding the contents of your letter the following points were discussed:

1. The lighting on the south side is provided by solar power and is limited to the one light positioned at the boom gate. The light is activated by a timer. The light on the south side would have been affected by the solar power changeover earlier this year, however, there are no outstanding reports regarding the light currently not working.

As discussed, updating to permanently powered lighting on the south side is not included in Council's delivery program. However, an estimate for an upgrade will be prepared for your information.

2. The provision of a turning bay on the south side has not been previously recorded as a necessary road or ferry upgrade, and is not included in Council's delivery program. However, as discussed, a small amount of investigation (survey and design) will be required to provide a preliminary estimate for feasibility assessment. This investigation will be undertaken when design resources allow.
3. The installation of parabolic mirrors is covered by guidelines and this matter will be further checked.

As discussed the above items (and in particular points 1 and 2) are likely to be costly and are currently not funded. Council's delivery program lists lighting and road upgrades on a priority basis, and the above projects would unlikely receive a high priority rating from a technical assessment.

Your further enquiry about ferry fees and charges was also explained. At the time, Council's fees and charges for 2014/2015 was on exhibition, and your interest in waiving trailer fees under certain circumstances would be able to be considered by making a submission to the exhibited draft delivery program.

I hope the above answers your inquiry and if you have any further enquiries please contact me on 6686 1241.

Yours faithfully

Paul Busmanis
Engineering Works Manager
Civil Services Group

Paul Busmanis

Trim 13/55486

24 September 2013

Mr David Felsch
971 River Drive
KEIGH HALL NSW 2478

Dear Mr Felsch

Re: Burns Point Ferry and Fee Concession For Box Trailers

I thank you for your letter received at Council on 13 September 2013 making a further request for free trailer crossings (during certain times) across Burns Point Ferry.

Our elected Council has recently debated this matter as part of considering community response to the draft 2013/2014 Operational Plan. As you have noted, the decision to refuse free trailers was conveyed to the South Ballina Beach Community with correspondence dated 4 July 2013.

The decision by the elected Council to adopt the 2013/2014 Fees and Charges, and to continue with existing fees for trailers was very recent, being 27 June 2013. From an operational perspective it is felt that a new submission on this matter is not warranted due to this very recent decision. Ordinarily this matter would again have an opportunity to be reconsidered during the 2014/2015 budget deliberations.

Should you wish to pursue this matter you may need to test support with your Councillors, and perhaps organise a "Notice of Motion" at a future Council Meeting in order to reopen this matter.

If you have any enquiries in regard to this matter please contact me on 6686 1241.

Yours faithfully

Paul Busmanis
Engineering Works Manager
Civil Services Group

Paul Hickey

14/22743/14/38152 (562-03/137-03/1509-02)

19 June 2014

Mr David Felsch
971 River Drive
KEITH HALL NSW 2478

Dear Mr Felsch

Re: Burns Point Ferry

I refer to your letters dated 2 April and 15 June 2014 and I note Council's response from Paul Busmanis dated 17 June 2014 which I understand was drafted prior to your latest letter.

For your information Council will be considering its Draft Delivery Program for 2014/15 at its Ordinary meeting on Thursday 26 June 2014. If you wish to make a deputation to the Council meeting on your submission, you may book in by contacting Sandra Bailey on 6686 1273. Deputations are held at 9.00 am and the guidelines for those deputations are as follows:

Deputations to Council – Guidelines

Deputations by members of the public may be made at Council meetings on matters included in the business paper. Deputations are limited to one speaker in the affirmative and one speaker in opposition. Requests to speak must be lodged in writing or by phone with the General Manager by noon on the day preceding the meeting. Deputations are given five minutes to address Council.

Any documents tabled or given to Councillors during the meeting become Council documents and access may be given to members of the public in accordance with the requirements of the Government Information (Public Access) Act 2009.

The use of powerpoint presentations and overhead projectors is permitted as part of the deputation, provided that the speaker has made prior arrangements with the General Manager's Office at the time of booking their deputation. The setup time for equipment is to be included in the total time of five minutes allocated for the deputation.

I hope this information is of assistance and please accept my apologies for the delay in Paul Busmanis's response.

Yours faithfully

Paul Hickey
General Manager