



2015/16 Delivery Program  
Submissions to Fees & Charges

Submission 1 – Burns Point Ferry Increase – Lew Cannon

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Dear Sir/Madame

I have been told by a little bird that the Ballina council has been ill advised to increase the cost of the yearly Ferry ticket used by the residents of South Ballina, from \$250 per year to \$360 per year. Lets hope if this advice is taken, the council will then realise, to help people who can no longer afford the Ferry will need white lines along South Ballina Beach Rd and River Drive as an aid to safety when it is dark. Lets hope the council treats this ill advice as a drift of wind that nobody blows good.

Lew Cannon  
156 Empire Vale Rd  
Empire Vale  
2478

Dear Sir/madam

The extra \$110 that the council will gain on the yearly ferry ticket according to Grimm's Fairy Tales will be spent on a bike track and upgrading River drive and South Ballina Beach Rd , which have no white lines and are badly maintained. These Roads carry semi-trailers and sand trucks with trailers. The people of South Ballina avoid these roads by using the ferry, some times only once a week making this increase the straw that has broken the camels back. There is a rumour that the same source that wants this price increase also wants a toll on the bridge at east Ballina; which was built by the council to cover depreciation. If this is only a rumour no harm done, if true it is another money grab, CALLED ONLY A DOLLAR A DAY.

Lew Cannon  
156 Empire Vale Rd  
Empire Vale  
2478

Dear Sir/Madam

The Ferry cost to South Ballina residents is not just a dollar per day as some Ballina council members who have not done their homework preach, they have failed to add in the cost to pensioners who use the ferry once a week to avoid the [highway.As](#) there is no pensioner concession this proposed increase of \$110 per year is unfair and a rip off.

Lew Cannon  
156 Empire Vale Rd  
Empire Vale  
2478

Submission 2 – Burns Point Ferry Increase – Athol & Catherine Sneesby

834 River  
Rune  
Cupna Vale.

ATTENTION PAUL HICKLEY

FERRY FEES

Dear Sir  
We read in the N/S paper  
a price rise for the ferry.  
An extra \$115 as to our new fee is  
a lot of money we will be paying nearly  
\$700 for two vehicles.  
Everyone in our house is a pensioner.  
We have been very disappointed that  
the bike riders have a ~~fee~~ free  
ride at least 100 bike rides  
per day some as early as 5.30 AM!  
As the meehan is in Fairyland  
if she strikes they should pay \$1.  
\$2 each way - After all they the  
bike riders think River Rune is our  
private training ground.

2

The bike riders have had it too good,  
for too long.

Were else in Ballina do you have  
free sport?

We have already had a price rise  
in Rates to pay for Swimming  
Pools - we will never see.

Now this!

Yours sincerely  
Athol + Catherine Sneesby.



Submission 3 – Burns Point Ferry Increase – Margaret Howes

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**SUBMISSION TO INCREASED DRAFT FERRY CHARGES**

Any increase in ferry fees should be referred to iPart, as the ferry constitutes public transport.

No councillor lives south of the river and consequently there is a total lack of understanding within Ballina Council of the situation.

Many low income earners or people on community benefits are placed south of the river by the following organisations that assist low-income residents find affordable accommodation.

1. Housing NSW
2. Aboriginal Housing
3. On Trac
4. Saint Vincent De Paul. (Vinnies)
5. Ballina District Community Service Association

Cyclists are carried on the ferry free of charge. Is this fair and equitable when they are there for recreation only? Some days the ferry is chock-a-block with cyclists and the full twelve cars capacity is not available for fare paying motorists causing Council to lose revenue

Many of the people living south of the ferry are pensioners or low income earners working as check-out chicks and fast food servers, and do not have the income to support an increase.

This increase will impact severely on families, some of whom have two vehicles with both needing a ferry pass.

Some cane farmers use the ferry to transport their farm equipment from West Ballina to South Ballina. The ferry is an essential service for the farmers.

Mothers take their kids to school in Ballina on the ferry, and often have to travel several times a day for sport or a/hrs activities. Some are thespians at the Ballina Players and attend rehearsals and performances.

Dads work in Ballina, or surrounding towns, and use the ferry to get to and from work.

Pensioners use the ferry to get to Ballina to do their shopping, go to the doctor or dentist, or to go to community seniors events.

Sand trucks with dogs (trailers) use the ferry, although the progressive annual increase in fees has caused many to travel along River Drive via Wardell instead, causing potholes and subsidence with their heavy loads. This increases Council's road repair costs.

Essential Energy has instructed its workers not to use the ferry on account of cost and these trucks and big 4WDs already drive around via Wardell.

There are many long term residents in the caravan parks, the majority of whom are single men with disabilities, health issues, or mental issues who say that living in South Ballina is like a sanctuary for them and provides respite from the lives they have left behind.

There are 3 residents who ride push bikes in one park and some of them have never had drivers licenses or have been disqualified for past transgressions. All the remaining park residents have a car each and couples usually have 2 cars

Increased ferry charges are a further disincentive for tourists to come over to the south side and if the accommodation is full in Ballina then they just keep going on the freeway. Ballina needs the tourists for its very survival in the current economic climate.

Submission 3 – Burns Point Ferry Increase – Margaret Howes

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The caravan parks on the south side of the river generate a lot of cash flow to Council by ferry users and even use the Council tip.

Even the gas man uses the ferry to deliver gas bottles to residents, so any ferry increase will be passed on to gas users.

On the south side the inhabitants are not leeches, but are the forgotten part of Ballina Shire, where there are no parks, street lights, footpaths, pubs, clubs, public transport or sports fields. The Council takes the rate money and gives nothing in return. Is it right to slug the people of South Ballina even more?

Anyone living south of Patches Beach would generally not need to buy a ferry pass, as it is just as quick to drive to Ballina via Wardell Bridge. By increasing the ferry charges the Council is destroying its own revenue stream as fewer will use the ferry.

The ferry is out of action for about 10 days a year for maintenance and also a morning a month on Tuesdays. A ferry pass does not afford 52 weeks a year of use.

Please can a copy of this submission be given to all councillors. Thank you.

Margaret Howes  
320 Moylans Lane  
Empire Vale 2478  
Ph: 0428-878-505  
Email: [brolgas1@bigpond.net.au](mailto:brolgas1@bigpond.net.au)

Submission 3 – Burns Point Ferry Increase – Margaret Howes  
Ballina Council.

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SECOND SUBMISSION TO PROPOSED FERRY PASS INCREASES

I make this further submission after being given more facts at the community meeting which took place at Empire Vale School Library on 23rd May 2015.

Having owned the slipway in West Ballina for a few years, and having seen how the ferry maintenance operated, I feel qualified to make a further submission.

When the ferry was first brought down from the Daintree some 25 years ago, it was fully refurbished and put into service at Burns Point. The ferry is required to have annual maintenance and be signed out by a qualified marine surveyor. This always took place in late October/early November when it was removed from service for 5 days. At that time the ferry came up the slipway in Smith Drive, West Ballina and Council brought its own staff to do the renovations and maintenance. These men were sourced from the Council workshop and included the Council's own electrician, welder, and other tradesmen. The only service which the slipway was required to provide was the sandblasting and water blasting.

In 1993 I bought a new winch cable (\$2000) and charged the Council \$6000 for exclusive use of the slipway for the week. The Council brought in all their own workmen and I took the week off! I then gave the slipway to my ex as a property settlement. He advertised it as an unwanted gift and sold it. The new slipway owners accepted the ferry on the same conditions with Council's own staff doing the work.

The slipway was on-sold two or three times and a more recent slipway owner may have had words with the Council about them bringing their own workmen in to do the work. The slipway is, after all, a business to make money and the slipway owner would want to employ his own staff.

When the ferry was taken from Burns Point to Emigrant Creek it was taken by local fishermen and on one occasion it collided with a green nav light by Emigrant Creek. The green light was damaged but the ferry wasn't. However this was a relatively simple operation to get from Burns Point to Smith Drive and only took a couple of hours.

The ferry cannot be refurbished on the banks of the river due to environmental concerns, so an alternative slipway had to be used. From memory, Rileys Hill dry dock was used once, then the dry dock was closed due to leaking gates being too expensive to repair. The dry dock is now on the heritage register and defunct as a slipway or dry dock.

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This left the only other place for the ferry to go, which was to the York Bros slipway at Swan Bay. When the maintenance was relocated to Swan Bay, the time out of service was doubled to nearly 10 days a year.

There was an objection to local fishermen towing the ferry without a master mariner's ticket. Only two people in Ballina have that to my knowledge - Tony Puglisi who owns the Markane fishing trawler, and Peter Kerkensov, the Ballina vet who is also a master mariner with his own marine company, Portside Marine.

The ferry was towed to Swan Bay last November, and on its way back it collided with a bridge pylon and damaged some of the superstructure which had to be repaired after it got back into service. For a while the ferry was going backwards and forwards across the river with the damage. This was not the only time the ferry had hit something while under tow, as similar damage occurred on another passage back from Swan Bay. Who paid for the damage to be repaired? Was it the company towing the ferry, the ferry insurer or was it the Council? Is this expense included in the figures currently presented?

But here we have it in a nutshell - the Council staff are obviously being charged out at a certain hourly rate to do the ferry maintenance, so a close inspection of how the \$145,000 slipping fee is made up needs to be examined - ie how many staff, at what hourly rate and how many hours?

Ben Schweikel mentioned at the 23rd May meeting about the ferry guide rollers being undersize and needing to be replaced with great frequency and crane cables being used for the cross-river cables, instead of the correct marine grade cables. This aspect needs to be examined. Mr Schweikel is a previous manager of the Smith Drive slipway. What will happen if a ferry cable breaks in floodwaters, as the ferry will take off at a great rate of knots towards the bar and open sea.

The Council employs 5 ferry drivers - Brock, John "Admiral" Gallagher, Darrell Holmes, Peter, Sam Puglisi. These men are all retired fishermen and do not all work at once. They are on a roster working shifts. 7am to 5pm, and 5pm to 12.30am stay overnight on the ferry and recommence 5.30am to 7am. Toby Watkins had the original ferry contract and hired the drivers. Then there was a problem with Toby's men and holiday pay and superannuation and the ferry nearly went bust. Toby died, I bought his stuffed turtle and John Felsch bought his house at Broadwater, and the Council decided it needed to hire its own staff to run the ferry and pay the wages and entitlements unless it was leased to a P/L company.

The annual wages bill of \$315,000 for the ferry drivers needs examining, as there is only one ferry driver on the ferry at any one time. If you divide \$315,000 by 5 you come up with a wage of \$63,000 per driver. Are the ferry drivers being paid for downtime or are they paid per shift? This expense needs very close scrutiny.

Now let's look at the ferry operating expenses. The ferry is out of service for half a day on the 2nd Tuesday of each month from 9am to 12 noon, yet \$124,000 is booked out to the ferry for operating expenses. This \$124,000 does not include diesel fuel which is



Submission 3 – Burns Point Ferry Increase – Margaret Howes

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separately listed as \$33,000 (less \$10,000 diesel rebates). What is the \$124,000 for? How can it cost \$124,000 for 12 x monthly half day services which is \$10,333 per 3 hour service? Here I would mention that it may only be 11 x 3 hour services if the annual maintenance in November coincides with a second Tuesday which would make it \$11,272 per 3 hours.

The ferry drivers wash the decks with a hose on board each night and this would be part of the ferry driver's job. It does, perhaps, rate a mention that the Council has been employing casual staff from JHA to do the first Tuesday work and on one occasion the fuel filter was changed and not correctly tightened. The ferry stopped in mid River and a user who happened to be a diesel mechanic was on the ferry at the time and tightened the fuel filter, bled the injectors and got the ferry going again.

Regarding cash delivery services: The Council uses its own staff to collect the takings from the ferry, not an outside contractor. How does it come up with the \$2500 figure for a ten minute collection by a Council employee?

Insurance has risen from \$17,200 in 2012/3 to \$19,000 in 2013/4 and \$20,000 in 2014/5. This is virtually a 10% per annum increase. Doesn't the ferry get insured as part of the entire Council package? If so, how is the figure of \$20,000 arrived at?

What is the \$3,500 security fee? Who is the security contractor as I have never seen one at or near the ferry. The ferry is constantly manned by a ferry driver. Is the "security fee" really for the cctv cameras on the deck and in the wheelhouse? If so, what is their actual cost? Is it really \$70 per week?

Why is there a \$700 rate fee in the expenses column? Since when has Council charged itself rates, or are the ferry terminals on Crown land?

At the community meeting on 23rd May, David Felsch quoted the manner in which the RMS conducted the overhaul of the Ulmarra and Lawrence ferries. ie they are on a 3 year slipping cycle, whereas the Burns Point Ferry is on a one year cycle. However, David omitted to say that both Ulmarra and Lawrence ferries are FREE - NO user pays - and the Lawrence ferry has recently been replaced by the RMS with a larger ferry.

Please could a copy of this submission be immediately given to councilors so they can research some of the matters raised. Thank you.

Margaret Howes  
320 Moylans Lane  
Empire Vale 2478  
Phone: 0428-878-505

Submission 3 – Burns Point Ferry Increase – Margaret Howes

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THIRD SUBMISSION TO PROPOSED FERRY INCREASES

Further enquiries into the ferry increases reveal:-

The ferry was towed to and from Swan Bay by Boral's tug which is based at the river gravel dredge pit near the Swan Bay slipway. Question: what did Boral charge for the two-way tow? Why wasn't a local Ballina operator hired?

Question: Why didn't the ferry get slipped at Smith Drive slipway instead of going all the way to Swan Bay? What was the reason for the long haul to Swan Bay, which is several kms past Woodburn.

There are three ferry drivers engaged on a 38 hour week. They are paid \$25/hour. They get a \$12.50 loading if working on weekends and a \$25 loading if working on public holidays. They get normal holiday pay, sick pay and superannuation. They also get an extra \$20 for staying on the ferry overnight if they are on the 5pm to 7am shift. This \$20 is not per hour but is a flat rate for the 5 hours on board - ie \$4 hour.

In addition there are two ferry drivers who work as casuals on a higher rate (probably \$35/hr) but they do not get the same benefits as the three permanents.

Mario Puglisi also works as a very temporary casual.

Question: Is \$315,000 an overstatement of the actual wages paid?

Question: Why haven't the heavy vehicle contributions on the sand taken from South Ballina quarry been paid into the ferry account as income?

Question: Why did the ferry cross the river on Saturday mid-day with cyclists (but no cars), as the cyclists were being carried FREE.

Motorbikes pay \$2.50 each way or \$5 return. A push bike and a motorbike use similar space, yet the cyclists do not pay. Why?

Margaret Howes  
320 Moylans Lane  
Empire Vale 2478  
Phone 0428-878-505

Submission 4 – Burns Point Ferry Increase – Janelle Elliott

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8/05/15

Janelle Elliott

83 Reedy Creek Rd

Empire Vale

2478

[nelle.eliott@bigpond.com](mailto:nelle.eliott@bigpond.com)

To Ballina Shire Council

**RE: Proposed Increase in Burns Point Ferry Charges**

Dear Councillors

I am writing to you with our concerns on proposed increase in ferry charges

The proposed increase of nearly 50 percent is a huge jump, which will make it very difficult for many residents to afford, there are a lot of pensioners and young families that live on this side of the river.

There are a number of families that have lived over this side of the river for generations, when the crossing at burns point was the highway and only means of crossing the river.

I feel that we the rate payers and residence of South Ballina, Keith Hall and Empire Vale are being disadvantaged and will have greater hardship if the proposal goes ahead.

We are a two vehicle family who had in the past had tickets for both cars, but after the discounts for second vehicles were dropped we cut back to one ferry ticket. We have only just decided to again purchase a second ticket for the last quarter. If the increase goes ahead we will have to let it go again.

There are many casual bicycle riders that use the ferry on a regular basis which often cross in large groups that are currently not paying, I think school children and local residents whose only means of transport riding bikes should be exempt but casual riders should pay a fee as I have seen the ferry cross with no cars and only bicycles at a cost to the rate payers.

I have seen on many occasion the ferry leave vehicles on the bank due to no direction given by ferry operator to the loading of ferry, this causing less takings per load.

It will make it increasingly difficult for people wishing to sell or Rent their homes as people will be deterred by the continued rising ferry prices.

This will also have an impact on local businesses on both sides of the river the Caravan Parks on the south side will be effected with loss of income as holiday makers will be deterred by the increase this will have as a flow on effect. And locals will travel to Alstonville and Lismore for shopping this effecting Ballina CBD.

There are a lot of people that live on the island of Ballina and surround that use the ferry periodically for fishing and going to the beach as well as people on holiday, I feel that the increases will follow through to casual usage and will also be detrimental to the overall use of the ferry.

Submission 4 – Burns Point Ferry Increase – Janelle Elliott

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In my opinion the increase will not bring in more revenue but will have the opposite effect as less people will use the ferry there for there will be a greater loss of revenue.

And if this happen once again the council will look at closing the ferry. This would extend the traveling time for people living at south Ballina by more than double, which in turn extends the travelling time of emergency services putting lives at risk.....

As a rate payer the cost of using the ferry should be a free service as we get very little services for our money over the south side of the river.

There has been talk of a new bridge being built to make a more direct route to the airport from Lennox head and Byron bay, would the Council put a toll on this to pay for it? I bet not.

Was there a charge to rate payers in the east Ballina/ Lennox head area when the Angels beach road bridge was built I bet not.

The council was recently surveying rate payers for comment regarding Rate increases for improvements to local swimming pools, maybe the council could look at this option to help fund the ferry and then give rate payers one free ticket per house hold and then extra tickets could be purchase for extra vehicles.

Yours Sincerely

Janelle Elliott

Very Disappointed Rate Payer

Submission 5 – Burns Point Ferry Increase – John Elliott

John Elliott  
9/5/2015

RECORDS SCANNED
11 MAY 2015
Doc No. ....
Fetch No. ....

To the General Manager,  
Ballina Shire Council.

Dear Sir.

I wish to advise you that the massive amount of money I believe it is costing per annum to maintain and run the Burns Point Ferry seems ridiculously expensive to me

Being a life long resident of Empire Vale I feel my family are very poorly treated as a life time Rate Payer my immediate family are buying 6 Annual ferry tickets per year.

On the Clarence River the Umatta ferry is free to all Ballina has 3 bridges previously paid for with some of the Ratings from South Ballina to Boundary Creek over many years.

The inconvenience to the people living at South Ballina when the anily overhaul is due no ferry for 10 days and the monthly overhaul too.

My opinion is the Rate Payers of South Ballina should not pay to cross the river

I also feel that there are too many ferry operators the ferry is very simple to operate running on cables "no skill required"

If the annual tickets continue to rise it will be just as cheap for us to shop in Lismore

I think we of South Ballina are the forgotten rate payers of Ballina Shire Council

I also question why is the Ballina Library costing so much to run annually.

Yours Faithfully  
John Elliott Sr  
80 years of age.

Submission 6 – Burns Point Ferry Increase – Tony Quinn

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PO Box 1122

Ballina NSW 2478

Mr J Truman

Acting General Manager

Ballina Shire Council

PO Boxes 450

Ballina NSW 2478



**Re: Proposed Fee Increase for Burns Point Ferry**

Dear Sir

I would appreciate your response to the following points in relation to the above.

1. The increase is 46% above the previous charges, is this reasonable or fair?
2. The \$250,000.00 per year loss. Could you provide details of the revenue earned and the costs incurred.
3. Does the Council intend to impose punitive charges on all other council subsidised/council run operations e.g. swimming pool (I am a season ticket holder and regular user of the pool).
4. I take exception to the arrogant attitude of Cr Paul Worth, who in his statement said that people would pay \$1.00 per day for as many trips as they like ( obviously his mindset is that this is cheap). He also said it should be higher, they should pay more. Many rate payers who live on the south side of the river do not use the ferry every day, the charge for these people is therefore higher than \$1.00 per day.
5. If the \$1.00 per day does apply, what happens when the ferry is not operating, or off on the annual maintenance or it breaks down – is there a refund?
6. If the season pass is increasing to this extent I assume that the casual user charges will increase to the same degree, thereby being a disincentive for the use of the ferry by these people- lessening revenue.

In my own situation, where we have two vehicles which between them only go to Ballina about 5 times a week, we will probably only obtain a season ticket for one of these. This will restrict the number of times either my wife or myself will make a spur of the moment decision to cross the river to walk on the North wall or have a meal or a coffee or shop in Ballina.

Thank you for your consideration of the above

Yours faithfully

A handwritten signature in black ink, appearing to read "Tony Quinn". The signature is written in a cursive style with a large, looping initial.

Tony Quinn

Submission 7 – Burns Point Ferry Increase – Mary Pinzone & Peter Flynn

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To the Chief Executive Officer,

In 2001 we moved to Keith Hall, South Ballina. The annual ferry fee was \$140 for the first vehicle and \$70 for a second. Additional vehicles were free. Fourteen years later and the fee is \$250 for each and every vehicle. The current proposal is \$365 per vehicle. A very substantial increase!!!

If Council is losing \$230,000 per year at present, how much was it losing in 2001?

We feel it is most unfair that only South Ballina residents are targeted to bear the brunt of this loss. All Ballina rate payers (including South Ballina), are contributing to the losses of say, the Library, Swimming Pool, children's playgrounds, sports ovals etc. All rate payers contributed to the construction of Missingham Bridge, Prospect Bridge and the Alstonville By-pass and rightly so, even though some have never used the said facilities. The same should apply to the Burns Point Ferry.

As a couple, we will no longer purchase two yearly tickets but opt to purchase one only. It will be inconvenient to travel into Ballina via Wardel, but we don't believe we have been given a fair choice. Also, Alstonville shopping centre could be seen as an alternative to Ballina, thus depriving the Ballina traders of our custom.

We do not expect "something for nothing", just a fair and equitable solution for the residents of the South. Other than weekly garbage collections and the very occasional roadside maintenance of damage to roads (potholes), we receive very little for our rate payer dollar.

I have yet to see any promotion of South Ballina in any shape or form. We have the beautiful South Ballina Beach, Patches Beach, the Caravan Park and even the Pippos extraordinary farm venture. Why not focus on this area and get our tourists to come over and be surprised. The ferry trip itself is an attraction in its own right.

Mary Pinzone & Peter Flynn  
136 Keith Hall Lane, Sth Ballina 2478

THE COMBINED COMMUNITIES OF SOUTH  
(Wardell, Patches Beach, Empire Vale, South Ballina, Keith Hall).  
Ferry Watch Co-ordinator: Jenny Adler; [jennyericaadler@yahoo.com.au](mailto:jennyericaadler@yahoo.com.au)

Dear Councillor Meehan, (A Ward Councillor)

I write on behalf of the combined community Associations of South Ballina, Empire Vale, Patches Beach and East Wardell to invite you to a very important community meeting at 3pm on Saturday, 23<sup>rd</sup> May at the Empire Vale School Library.

It is proposed that Council intend to double the annual ferry charges for residents cars in the South Ballina area - which will have a crippling effect on the families who use this service. Here are some of the issues:-

1. ECONOMIC IMPACT ON FAMILIES

1.1 In real terms what it means is that most families have two or more cars (for multiple family members and or businesses with cars and trucks) and that this 'doubling' of the ferry fee will cause considerable hardship on many families who are struggling to make ends meet, and who also live in a low income, and distance disadvantaged area (which in itself adds further financial burden on the families as well);

2. AUDIT OF THE FERRY

2.1 The rate rise is unprecedented, and comes on the back of years of community concern about the running of the ferry by what is seen as an indifferent, wasteful, inefficient and possibly dishonest Council.

2.2 The South Ballina Community Association for instance did a two-month audit of cars, bikes and pedestrians going on and off the ferry. The audit was very revealing. Based on the number of bike riders alone, the ferry 'loss' would easily be covered by charging bike riders a modest \$1 per ride, based on our observed numbers. Further, the audit also revealed anomalies in regards to numbers quoted by Council. From the 'counts' of casual 'pay as you go' trips and annual ticket holders on the ferry, the statistics seemed to reflect that the ferry costs were well covered by the number and types of payments of cars that we observed during the audit. There is no inference of any wrong doing by the ferry drivers per se, as casual users were observed paying and receiving receipts. The discrepancy lies in the observably income versus the reported income;

For instance when those figures were extrapolated out over a 12 month period the ferry seemed to be making more money than was claimed by Council.

2.3 Further, the South Ballina Community who has had a 'ferry' sub committee in place for over 5-years, has repeatedly been denied access to the accounts relating to the running of the ferry; and to meetings relating to the ferry for the last 4 years. The above concerns were identified in 2010 and expressed by our sub-committee at a 'ferry' meeting with Council. Since that time, Council has refused to meet with us to discuss the many ongoing issues that we as a community have identified as should be dealt with including maintenance, safety, loss of amenity during lengthy outages, failure to have a disaster replacement plan etc.

2.4 As residents we have noted also substantial inefficiencies relating to the management of the ferry including



Submission 8 – Burns Point Ferry Increase – The Combined Communities of South

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A. the mismanagement of the ferry solar powered gates (a five year debacle that ferry goers have watched as gate after gate broke down 7 days a week and had several costly replacements); The gates basically didn't operate for many years and we observed Council staff daily (including Sundays and double and half time) 'finkering' with the gates. They were out of order on more days than they worked. We calculate that wages alone on Council staff for one year would have been \$50,000 (2-3 men, several days per week); plus the 3 sets of ferry gates and solar power units in the vicinity of \$100,000. \$150,000 in total in one year alone.

B. No disaster/replacement plan;

C. Lack of adequate safety measures particularly on the south side (i.e. concave mirrors, turning circle, pedestrian assembly area WITH night lighting);

D. Lack of audit of the income and expenditure relating to the ferry;

E. Lack of due process and transparency in any matter to do with the ferry.

F. Lack of community involvement of the communities directly dependent on the ferry as their transport life line.

In summary, Council has not acted well or acted without self-interest in relation to the management of the ferry. Despite a request by the community to have the ferry put into the hands of a community managed ferry trust, so that all these issues could be addressed, no response has ever been received. Council has actually blocked our Ward representative from attending Ferry meetings. The Council is run like Star Chamber for elitist moneyed Ballina residents and developers.

At not time in the history of the South Ballina area has ANY Section 94 developer contributions been apportioned to the community: not one cent for sports fields, playgrounds, community meeting space, bike paths etc. We are being ripped off.

If you are not able to attend our community meeting, can we request that a small delegation of community members be given a time to meet with you to discuss this very important matter further.

Yours faithfully,  
Jenny Adler,  
[jennvericaadler@yahoo.com.au](mailto:jennvericaadler@yahoo.com.au)

Submission 9 – Burns Point Ferry Increase – Sandra Austin

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Sandra Austin  
354 South Ballina Beach Rd  
South Ballina NSW 2478  
24 May 2015

The General Manager  
Ballina Shire Council  
PO Box 450  
Ballina NSW 2478

**Re: Burns Point Ferry**

Dear Mr Hickey,

I am writing to you as a concerned resident of South Ballina. I understand the ferry charges for a yearly ticket are to rise again this year to a possible cost of \$365.00 and I consider this rise excessive.

We have two cars and one motor bike and at present they all have yearly tickets. I am retired and only use the ferry on an average of two times a week and my husband works four days a week and used either his car or bike to travel to work and occasionally uses the ferry on his days off. Although we have three ferry tickets between us it would be very rare for us to use the ferry more than ten times a week.

As we are rate payers we already make a payment to the maintenance of the council roads which should also include the ferry.

There are a few things I would like you to consider when fixing a yearly ferry fee.

Issuing a ticket to the rate payer not the vehicle. Even if you own more than one vehicle you can only drive one at a time and take one ferry space at a time.

Charge push bikes a fee as there are often several on the ferry at one time taking up care spaces and as we are told by council user pays.

If user pays, it seems unfair that playing fields, swimming pools and libraries are running at a large loss and burns point ferry uses are expected to pay to make up the loss on the ferry.

At the meeting at Empire Vale School last Saturday there were a lot of facts and figures brought up concerning the maintenance and running of the ferry. The people putting these points forward had put in a lot of research and had documentation to back their claims up. I would like the council to look into this.

Submission 9 – Burns Point Ferry Increase – Sandra Austin

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If residents of South Ballina have a trailer to take rubbish to the tip or carry the occasional large item they are charged \$5 each way. I would like to make it free for trailers of ticket holders in off peak time.

As I said we have three ferry tickets but if the fee goes up to \$365 we will not be purchasing yearly tickets and opting to drive around and I know there are other residence who feel the same way.

I hope the council will reconsider this outrages rise.

Yours faithfully,



Sandra Austin

Submission 10 – Burns Point Ferry Increase – Monica Vomiero

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Thanks to the Mayor and councillors who gave their time to attend our meeting last Saturday, my name is Monica Vomiero, I have been living in this area forty years, was coordinator of dune care, Patches Beach, for 20 years, previous president of the Wardell Red Cross, still a member, for 25 years, I am really concerned about how the extra price of the ferry will affect my pension, I have always thought it an extra cost we have to bear, other facilities, like the library, swimming pool sport grounds to name a few, come out of the rates so why not this, another concern is the double semis from the quarry causing so much damage to river drive, the bank in front of my place is falling away and will need rock fill very soon, these trucks also use the ferry so we sometimes have to miss a ferry, unable to fit on, I think that, at least the quarry owner should bear some of the cost of maintaining the road, I am 82 yrs still having trouble with emails so I hope this reaches you ok

Regards  
Monica Vomiero  
318 River Drive  
Empire Vale  
(02)66879620

Submission 11 – Burns Point Ferry Increase – Tony Ellis

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20<sup>TH</sup> MAY 2015  
34 KEITH HALL LANE  
BALLINA.2478

THE GENERAL MANAGER  
BALLINA SHIRE COUNCIL

Dear Sir

RE: BURNS POINT FERRY

I wish to submit to council the following concerning the proposed rise in ferry tolls, more particularly the proposal to increase the annual ticket charge to \$365.

I object strongly to this unreasonable and dramatic increase.

As a resident ratepayer of the South Ballina area, it is my opinion that I should not have to pay any toll to use the ferry.

The annual rates that council levies upon the landowners of South Ballina area has increased as the valuation of the land has increased.

I believe that I do not receive value for my rate monies.

We are lucky to see a road side slasher without a complaint being made to council and the grading of the gravel roads, approximately once a year, is to a standard barely acceptable.

I am a sugar cane producer with a property on the northern side of the river. As a business person I should have the ability to be issued with a variable ticket that allows me to cross the ferry with my cars, utes or agricultural vehicles. I understand that this form of annual ticket has been issued to other small business owners and employees in past. This has not been advertised by council as an alternative for other business operators who choose to reside at south Ballina.

The Burns Point ferry should be considered as part of the council's road network. The operation should be included in the annual budget for roadworks, which costs the council almost \$10 million per year. This would then enable the operation of the ferry to attract state government funding for roadworks, along with the other road maintenance projects.


I again wish to object in the strongest possible way to the proposal to impose such a dramatic increase in the annual ticket cost. Should the council ratify this increase, the cost to me will increase by almost \$1000. I consider this to be totally unsatisfactory.

Yours Sincerely



TONY ELLIS

0418179991

COULD YOU PLEASE ENSURE THAT EACH COUNCILLOR  
RECEIVES A COPY OF THIS LETTER THANKS 

Submission 12 – Airport Brochure Fees – Classic Aero Adventure Flights

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From: info@classicaero.com.au Sent: Wed 6/10/2015 6:15  
To: Ballina Shire Council  
Cc:  
Subject: Proposed rate rise for brochure display at Ballina Airport

I am writing to express my displeasure with the proposed 27% rate rise for the display of brochures at the Ballina-Byron Gateway Airport. There has been no consultation around this with advertisers whatsoever. Furthermore, the increase is exorbitant and wholly disproportionate to the service rendered. I operate a small business at the airport (Classic Aero Adventure Flights) where I am already paying \$150/month for advertising, not including the brochure display. In this challenging economic environment, my business is off by roughly 30% year-on-year, making any increase difficult to swallow.

I request that that you support local business operators rather than looking for ways to milk us for ever-increasing sums - particularly those at the airport who like Classic Aero have no ability to have a proper street presence, effective signage, etc...

Thank you.

Regards,

Mark Awad,  
Classic Aero Adventure Flights Pty Ltd  
Hangar 3  
Ballina-Byron Gateway Airport  
Ballina NSW. 2478  
Phone 0432 318 282  
e-mail [info@classicaero.com.au](mailto:info@classicaero.com.au)  
[www.classicaero.com.au](http://www.classicaero.com.au)

Submission 13 – Stormwater Management Service – Geoff & Pam Davey

**Geoff and Pam Davey**  
5/6 Fawcett Street,  
Ballina NSW 2478  
Phone 02 6686 5798  
geoffdavey@westnet.com.au

**Ballina Shire Council**  
40 Cherry Street  
Ballina NSW 2478.

Attention... Steve Ansoul  
Rating and Customer Services Coordinator.



Re: Proposed Changes to Business Stormwater Charges in 2015/16  
20-22 Northcott Crescent Alstonville NSW 2477  
Assessment No...302834

Dear Sir

In response to your letter of 28 May 2015, we record our objection to the proposed increase. The Ballina Council has already increased our Rates for the coming two years by an additional 5.41% and 5.34% respectively, on top of the 3% annual increase. Ratepayers views on this issue were ignored. They now propose another Rates Tax on Business without any real justification.

The claim being made is business properties to be charged equivalent to residential, based on a notional lot size of 350 Sq. Meters. This cannot be regarded as a professional business decision. The proposal if implemented, will in our case, increase our next rates period by another extra \$100 p/a or some 400% without any Cost justification being presented by the Council.

Using the domestic lot size of 350 sq mtrs is not a fair or reasonable method to use in the Ballina Shire. The Council should establish a factual average lot size for the Shire if they intend to use this method. They have all the data necessary to determine a correct average size... more likely to be double the 350 sq mtrs or about 700 sq mtrs.

We therefore request the Council revisit this proposed Rates hike and at least reduce the increase by half, by adjusting the lot size as above.

They should also take into account the impact that all these Rate increases have on our business, when the CPI by comparison is about 3% and Ratepayers are battling in the current tough economic conditions.

Please do not ignore your Business Ratepayers... Drop this un-necessary/ unjustified proposed stormwater rate increase.

Yours truly,  
Geoff Davey

A handwritten signature in black ink, appearing to read "Geoff Davey".

Submission 14 – Stormwater Management Service – Alstonville Lifestyle Community

15/06/2015

Steve Ansoul  
Rating and Customer Service Coordinator  
Ballina Shire Council

RECORDS SCANNED 16 JUN 2015 Doc No..... Batch No.....
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Avondale  
Alstonville  
Wyee Point  
Jewells  
LIFESTYLE COMMUNITIES

Dear Sir,

Re: Proposed Changes to Business Stormwater Charges in 2015/16

I wish to speak to this proposal and share with council the impact it will have on the Alstonville Lifestyle Community-Adventist Senior Living a not for profit Retirement Village and Residential Aged Care Facility situated in Pearces Creek Road, Alstonville.

While I appreciate that stormwater control comes at a cost to council and I think the current charge of a flat \$25 is not commensurate with the cost to council, it is likewise hard to justify an increase of **6000%** if my calculations are correct.

Based on the area of Lot 2 (34651m<sup>2</sup> and the impervious land surface figure of 62.6%) which is the retirement village portion of our land we would go from a charge of \$25 to a charge in the 2015/16 fiscal year of \$1,550 which represents an increase in one year of 6000%. We would also have a considerable uplift for Lot 3 that being the Aged Care Facility site however, a lower amount than that for the village.

As budgets are already set for the 2015/16 fiscal year this is a substantial budget impost that has not been factored in as it was unknown at budget time.

I would respectfully request that council give consideration to either:

1. Phase the increased charge in over three (3) financial years with possibly \$500 for 2015/16, \$1000 for 2016/17 then the full \$1550 for 2017/18; or
2. Deferring the implementation of this new cost increase completely until the 2016/17 fiscal year;

Thank you for this opportunity to contribute to what I am sure is a cost increase that will impact on residents/businesses across all areas of the Ballina Shire.

Yours sincerely,

Stuart G. Hillier  
Site Manager



Alstonville Lifestyle Community  
77 Pearces Creek Road, Alstonville NSW 2477  
P: 02 6628 1944 | F: 02 6628 3634 | E: info@adventistseniorliving.com.au  
www.adventistseniorliving.com.au | ABN. 51 104 269 221





2015/16 Delivery Program  
Submissions to Works & Services

Submission 1 – Wardell & District Progress Association Inc

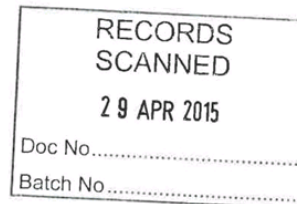
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**Wardell and District Progress Association Inc**

C/- Wardell Post Office  
Richmond St. WARDELL NSW 2477  
Email: [patrickcarney@westnet.com.au](mailto:patrickcarney@westnet.com.au)

Paul Hickey,  
The General Manager,  
Ballina Shire Council  
P.O. Box 450  
BALLINA NSW 2480.

27<sup>th</sup> April 2015.



Dear Paul,

There were fifty residents in attendance at the last meeting of the Wardell & District Progress Association on 15th April 2015. They were dismayed to find that NO funds have been provided for future works in our village. This has been the case over the past two years apart from the boat ramp, which took a long time due to Osprey activity.

The meeting ratified that funds be used from Wardell's Streetscape funds to complete footpaths in both Carlisle and Byron streets. We request that Council undertake these works as soon as possible.

We were also pleased to note that money from the Better Boating Program will be put towards the completion of a pontoon at East Wardell but believe that any shortfall should not come from Wardell's Streetscape funds but should be funded by BSC such as like projects e.g. Keith Hall and West Ballina boat ramps and pontoons.

As a village with little activity in recent time we would respectfully ask that our requests be given priority in the works program.

With Regards,

Pat Carney,  
President.

Submission 2 – Bulwinkel Landcare Group



**BULWINKEL LANDCARE GROUP**

Postal address: PO Box 525 Alstonville NSW 2477

Website: [www.bulwinkellandcare.org](http://www.bulwinkellandcare.org)

5 May 2015

Attn: Cr David Wright, Mayor  
James Brideson, Natural Resource Officer  
Ballina Shire Council  
Cherry Street  
BALLINA 2478



Dear Sirs,

This is to inform you of the establishment of Bulwinkel Landcare Group. The Group is now ready to begin operations to assist Ballina Shire Council renovate, revegetate and maintain Bulwinkel Park and its environs. This will of course be a long term project.

1. *Stormwater Runoff*  
The storm of 1 May illustrated a fundamental problem with the maintenance of the park. Due to stormwater runoff from Main Street there is both gully and sheet erosion of the park with subsequent gravel and detritus deposition. Damage is also occurring to the infrastructure namely shelter shed, toilet block and children's playground.  
To avoid repetitive repairs it appears essential that kerb and guttering, surfacing of the carpark, silt traps and drains are required to prevent this constant damage from storms.
2. *Amenity of Neighbours*  
The Burnham family property borders the eastern perimeter of Bulwinkel Park. Over time several large camphor laurel trees have grown along that boundary and now impact on the amenity of the Burnham family. Shading of the house and garden, leaf fall, soil erosion at the tree dripline and shading of their solar roof panels are creating problems.  
We believe removal of the camphor laurels is essential
3. *Information and Assistance with Application for Finance and Grants*  
To enable Bulwinkel Landcare Group to be effective we would welcome any advice, information and assistance with application for grants to enable us to restore, renovate and revegetate BulwinkelPark and its environs.
4. *Mud Map and Photographs*  
I attach a mud map illustrating stormwater runoff effects and a series of annotated photographs illustrating the impact of the 1 May 2015 storm.

Bulwinkel Landcare Group would greatly appreciate Ballina Shire Council placing an allocation of funding in the 2015/2016 Budget to upgrade infrastructure, especially drainage and stormwater control.

Yours faithfully,

A handwritten signature in black ink, appearing to read "Malcolm Johnson".

Malcolm Johnson  
on behalf of Bulwinkel Landcare Group

Encls

Submission 3 – Alstonville Community Preschool

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Alstonville Community Preschool  
PO Box 663 Alstonville NSW 2477  
TEL: 02 6628 0822  
EMAIL admin@alstonvillepreschool.com.au

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6<sup>th</sup> May 2015

Dear Mayor, Councillors and General Manager,

We write to you with regard to the development of a community preschool at Crawford Park which has now been approved for works to begin.

In April last year Ballina Shire Council commissioned a Quantity Surveyors report regarding the development. At this time our not for profit volunteer organisation sought assistance toward the *site preparation costs, access, car park and installation costs of sewage, water and electricity.*

At this time council approved a \$120,000 contribution toward the project based on the costs allocated by the Quantity Surveyor.

As we have not been able to gather formal quotes on the civil works until the designs had been completed for the construction certificate and the subdivision put in place we have only recently been able to cost the entirety of the works needed to ready the site for construction. A number of costs that we are incurring that are specific to the site were not included in the initial quantity surveyors quote. For example:

- The pump station and boundary kit along with connection to sewer outlet due to the gradient at which we are having to pump to the sewage main were not included - \$9010
- Water reticulation was costed at \$10,000 in the Quantity Surveyors report however with the addition of a water hydrant which was not included in the QS report these costs are quoted through councils Civil Services Group at \$17918.
- Arborist remedial services to the camphor laurel tree on the site so that building can commence - \$1800.
- The stormwater tanks required to direct stormwater away from the site as stipulated in the Onsite Stormwater Detention Report by Peter Lucena are an additional cost at \$7036

In choosing a contractor for the works we sought quotes from 3 independent contractors on recommendation. This was narrowed down to two competitive quotes, both of which we have supplied. As you will see both quotes exceed both the Quantity Surveyors estimations and council's contribution. Please note that neither quote includes the cost of the stormwater tanks or arborists services required as well as other exclusions listed (quotes included).

[www.alstonvillepreschool.com.au](http://www.alstonvillepreschool.com.au)

Submission 3 – Alstonville Community Preschool

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Alstonville Community Preschool  
PO Box 663 Alstonville NSW 2477  
TEL: 02 6628 0822  
EMAIL [admin@alstonvillepreschool.com.au](mailto:admin@alstonvillepreschool.com.au)

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As you are aware Alstonville Community Preschool Inc. (ACP) has received a capital grant from the NSW Department of Education and Communities of \$384,881 (exc. GST) toward the build costs of the project. We have also successfully secured \$77,000 toward the internal fit out of the preschool including carpet, flooring, office, reception, kitchen, staffroom, service areas and the like. ACP and the local community have raised approximately \$80,000 to date toward the project, \$30,000 of which has been spent in Development Application and Construction Certificate costs. With \$50,000 in funds remaining to put toward the project if we are to cover the shortfall in funds in the excavation and preparation costs for the site this will mean the parts of the project this money has been allocated to at the back end will run short.

We are still seeking funds toward our outdoor playground and are working closely with newly elected MP Tamara Smith in securing these funds as well as applying for grants towards these projects. Our fundraising efforts continue with our Business Sponsorship Program to be launched in conjunction with our commencement of the build and other fundraising opportunities.

As the preschool will be constructed on council land and will be a not for profit community facility we would request assistance from council toward the outstanding costs involved in preparing the site. All costs outlined are within the site preparation costs, access, car park and installation costs of sewage, water and electricity previously requested with the differential coming in at \$43,424 (exc. GST).

With our tenure at Amaze n Place due to expire at the end of 2015 and the capital grant expenditure to be complete by early 2016, it is imperative that the final components of this project are put in place. Given this will be a community facility on council land and one that will benefit generations of children for decades to come we would hope that council could assist us in funding the shortfall needed to complete this component of the project.

Please do not hesitate to contact me if you require any further information. We look forward to hearing from you.

Kind Regards,



Katherine Buckley  
President

[www.alstonvillepreschool.com.au](http://www.alstonvillepreschool.com.au)

**10.5 Delivery Program 2015/16 to 2018/19 and Operational Plan 2015/16.DOC**

Submission 3 – Alstonville Community Preschool

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Submission 3 – Alstonville Community Preschool



Alstonville Community Preschool  
 PO Box 663 Alstonville NSW 2477  
 TEL: 02 6628 0822  
 EMAIL admin@alstonvillepreschool.com.au

Alstonville Community Preschool Inc.

**Breakdown of costs for Site Preparation**

	Price Civil	Greenstar	
<b>Quotes</b>	\$150,435	\$116,271	(Exc. GST)
<b>Additions</b>			
Water Reticulation	Included	\$17,918	Ballina Shire Council (exc. GST)
Pump and Boundary Kit Supply and Installation	Included	\$9,010	Sidney & Richardson (exc. GST)
Concrete Path West of Carpark	Included	\$4,322	Dave Gambley (GST)
Trench for Power	\$1,200	Included	Separate Quote Price Civil
Electricity and Telecommunications Connection	\$7,067	\$7,067	AnJon Electrical & Fire Services (exc. GST)
Excavation of Footings	\$4,800	Included	Separate Quote Price Civil
Stormwater Tanks	\$7,036	\$7,036	Duraplas (Exc. GST)
Arborist	\$1,800	\$1,800	Tallow Tree Service (exc. GST)
<b>TOTAL</b>	<b>\$172,518</b>	<b>\$164,037</b>	
Council Contribution	\$120,000	\$120,000	
<b>DEFICIT</b>	<b>\$52,338</b>	<b>\$43,424</b>	

www.alstonvillepreschool.com.au



Greenstar Earthmoving  
PO Box 933  
Alstonville NSW 2477  
Ph: 0427 788 995  
www.greenstarearthmoving.com.au

ABN 36 760 107 600

24 April 2015

**RE: Proposed Pre-School - Crawford Park, Alstonville**

Attn: President, Alstonville Community Pre-School  
Katherine Buckley

Hi Katherine,

Thank you for the opportunity of quoting on the civil works for your community preschool construction.

Please find below the works which we have quoted on completing:

1. Site Establishment
2. Site fencing as required beyond builders' site fencing
3. Erosion control as specified and where required
4. Excavation, Fill and Compaction of building footprint, as specified
5. Excavation of Car Park (Stage 1) and Access Road widening as required to a depth of 300mm
6. Stage 1 and Access - road base prepared for sealing to specs
7. Excavation work to be carried out around the construction of the preschool building including sewer trench, water and underground power trench, strip footing trench, pier holes and hole for sewer pump assembly as per engineering plans – all back filled in accordance with the builder
8. Kerb and Kerb & Gutter to car park and access
9. Asphaltic Concrete (Hot Mix) sealing, line marking and wheel stops as per specs to car park and access driveway
10. Construct Bio retention ponds, swale drains and turfing as per specs
11. Site set up and works as executed

Our total price: \$127,898.00 (including GST)

NB:

- In our opinion, Stage 2 car park area adjacent to Stage 1 would be best roughed out to approximate final levels and a working surface of (say) 50mm of road base applied. A contingency for this is in this quote.
- Above works would be coordinated with and around the other trades & services requirements.
- Sealing of prepared works would be held off until the builder has completed his works.





Greenstar Earthmoving  
PO Box 933  
Alstonville NSW 2477  
Ph: 0427 788 995  
www.greenstarearthmoving.com.au

**Exclusions to the quote are as follows:**

- Installation of council water meter and hydrant or associated trenching or plumbing
- Concrete Path west of car park
- Installation, plumbing and connection of sewage pump and boundary kit
- Aggregate material for trenches
- Traffic control

Due to the not for profit nature of the development and community benefit this preschool will provide, we have excluded any margin on other contractors' work (usually included in our quotes) and are happy to offer project coordination of all the civil works - this provides a saving of over \$7,000. We have also allowed a contingency of \$2,000 for a surveyor, and should this not be required, we will take this off the quote. We are also happy to work with the preschool if you were to source road base material for a better price than what we've been provided\*. Overall, we wish to see the preschool development run smoothly and understand any savings will mean a better outcome for the whole community.

Thank you again for the opportunity of quoting on the civil construction for your community preschool. Please don't hesitate to contact me if you have any questions.

Yours sincerely,

Sam Kirkby

0427788995

\*560 tonnes DGB road base \$21.00 per tonne ex GST at Holcim Teven



Greenstar Earthmoving  
PO Box 933  
Alstonville NSW 2477  
Ph: 0427 788 995  
[www.greenstarearthmoving.com.au](http://www.greenstarearthmoving.com.au)

#### **Payment Schedule**

*Suggested progress payments as follows:*

Establishment 5%

Earthworks completed (excl Swale) 25%

Excavation & refill of car park & road widening 35%

Swale & Bio Turfing 10%

Sealing Marking wheel stops etc 20%

Final 5%

Submission 3 – Alstonville Community Preschool

PRICE CIVIL CONSTRUCTIONS PTY LTD  
ABN: 27 059 738 224

PO Box 8  
CORAKI NSW 2471  
Mobile: 0409 660 218  
Phone: (02) 6683 2607  
Facsimile (02) 6683 1807

**QUOTATION**

17<sup>th</sup> April 2015

Alstonville Pre-school  
ALSTONVILLE NSW 2477

ATTENTION KATHERINE

Dear Madam

PROPOSED PRE-SCHOOL – EARTHWORKS, CIVIL, WATER & SEWER RETICULATION

Please find quotation details below.

Earthworks includes; Excavation for road, car park, building pad, bio-retention swales, turf swales, swale at rear of building site, re-grade main drain invert & turf strips & sediment control, site fencing	\$ 24,400.00.
Road-works includes; 150mm sub-base, 150mm base coarse, wheel stops (10), bollard, Flush kerb, kerb only, 7mm Primer Seal, 25mm AC Seal	\$ 79,970.00.
Concrete Path West of Car Park includes; Excavate, form & pour & finish	\$ 3,864.00.
Sewer Reticulation includes; Excavate, lay & backfill 40mm poly rising main from sewer main in pool to new pump station, supply & install boundary kit & pump station, connect poly rising main to new sewer junction, turf area inside pool fence only, service locations	\$ 21,796.00.

Notes for Sewer;

- No council fees or permits allowed for.
- Rock at cost.
- Electrical work for pump station not included.
- Sewer main from Pre-school to pump station by others.

Water Reticulation includes; Excavate, install & backfill 100pn 16 upvc main from council main to hydrant at future water meter only, connect to council main (100mm only) Install valve & hydrant as per plan, test water main, service location	\$ 20,405.00.
---	---------------

Notes for Water Reticulation.

- No council fees allowed for.
- Existing council main assumed to be 100mm.
- Any works associated with conflict with the pool gas tank not allowed for.
- Turf rectification of trench not included.
- Conflict with existing services excluding power from green box to pool meter box not allowed for.
- Works to thrust block at future water meter, water meter works by internal plumber.

Pre GST Total Price \$150,435.00.

Yours faithfully

*Peter G Price*  
Peter G Price

SPECIALISING IN URBAN SUBDIVISION CONSTRUCTION

Submission 3 – Alstonville Community Preschool

PRICE CIVIL CONSTRUCTIONS PTY LTD  
ABN: 27 059 738 224

PO Box 8  
CORAKI NSW 2471  
Mobile: 0409 660 218  
Phone: (02) 6683 2607  
Facsimile (02) 6683 1807

**QUOTATION**

23<sup>rd</sup> April 2015

Alstonville Pre-school  
ALSTONVILLE NSW 2477

ATTENTION KATHERINE

Dear Madam

Please find costing as directed below.

1. Bessa Retaining Wall (four courses high) include;  
Concrete footing as per plan, steel & starter bars, concrete core  
fill & caps where required. **\$11,982.00.**
2. Footings (to be excavated under builders supervision) &  
spoil removal, machine & labour \$ 4,800.00.
3. Trench for power only & backfill (no sand allowed for) \$ 1,200.00.

*Included in  
builders  
quote.*

NB: All Prices are Pre GST.

Katherine in answer to your question regarding sewer.

- From the pump station that we install just outside the building will be the domestic plumbers scope.

Yours faithfully

*Peter G Price*  
Peter G Price

SPECIALISING IN URBAN SUBDIVISION CONSTRUCTION

Gmail - Water Service Application

Page 1 of 2



Alstonville Preschool <alstonvillepreschool@gmail.com>

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**Water Service Application**

Gavin Spring <gavins@ballina.nsw.gov.au>  
To: Alstonville Preschool <alstonvillepreschool@gmail.com>

Fri, Apr 17, 2015 at 12:51 PM

Hi Katherine.

I have priced the water service as per the hydraulic design & plans associated with DA 2014/333 as prepared by Greg Alderson & Associates.

The plans reflect a 100mm combined fire and drinking water service of approximately 94.0 meters in length. This is from the connection point at Councils 150mm water main adjacent to the Alstonville Olympic swimming pool connection off Freeborn PI to approximately 500mm inside the proposed new boundary for the pre-school.

The estimate includes all labour, plant, contractor hire and materials. The meter set will consist of a Double Check Detector Assembly (DCDA) for the Fire Service fitted with a 25mm bypass meter for the drinking water supply.

All other work as shown on the hydraulic design from the meter set in on the property side of the meter set (This includes the in ground fire hydrant shown on the plans.) will need to be installed by others and not Council, and therefore has not been included in these costs.

The estimate comes to \$19,703.00.

Council has a 2-3 week turnaround from when the fee is paid until the works can commence.

Kind regards

Gavin Spring  
Water Quality & Trade Waste Officer  
Civil Services Group



file:///C:/Users/KATHER~1/AppData/Local/Temp/Low/EUAL64C6.htm

12/05/2015

Submission 3 – Alstonville Community Preschool



MEMBER OF THE  
MASTER PLUMBERS  
& MECHANICAL ENGINEERS  
ASSOCIATION OF N.S.W.

# SIDNEY & RICHARDSON

PLUMBERS – DRAINERS – ROOFING – GAS FITTERS

WATER & SEWER MAINS & PUMP STATIONS

67 BENTINCK STREET BALLINA NSW 2478  
ABN 47320309762

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L2996

QUALITY ASSURANCE  
IMPLEMENTED IN  
ACCORDANCE  
AS 3902

FAX: (02) 66867793  
admin@sidneyrichardson.com.au

PH: (02) 66862555  
www.sidneyrichardson.com.au

**FAX**

TO: Dave Gambley	ATTENTION: Dave
FROM: Keith Archbold	NO OF PAGES: 1
SUBJECT: Alstonville Pre-School	DATE: 11 <sup>th</sup> May 2015

Please find below our itemised price for the following:

1. Supply and installation of one E-One pumping station as per plan and spec.  
\$7,500.00 + GST
2. Supply and installation of a DN32mm PN16 poly rising main line with boundary trap connecting directly into the council sewer manhole as per council instructions.  
\$1,510.00 + GST

All backhoe machine and metal dust by others.

We look forward to further instructions  
Yours faithfully

  
Keith Archbold  
ESTIMATOR

Submission 3 – Alstonville Community Preschool

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ABN: 60 173 753 745  
Contractors Licence: 135565C BCL Licences: 04000543802

10 OWENS CRES., ALSTONVILLE NSW 2477  
P O BOX 28  
WOLLONGBAR NSW 2477  
Email: [anjon@anjon.com.au](mailto:anjon@anjon.com.au)  
Office: 02 6628 7888 Fax: 02 6628 3900  
Mobile: 0414 525 220 (John)  
Mobile: 0414 555 595 (Ann)

Hi Dave

As per our conversation in relation to the costings for the mains section of the pre school are as follows.

- 1x JBU style main switch board
- 1x Set of 3 phase consumer mains to 120m including 1x pit
- 1x lead in conduit for phone to 120m
- 1x Essential Energy connection fee (subject to approval)


For this portion of the original quote the amount is \$7067 plus GST

Note: The above price does not include trenching.

Regards

*yd dy*

Submission 3 – Alstonville Community Preschool



**Duraplas**  
new generation  
PLASTICS TECHNOLOGY

9 Robb Street  
 Alstonville NSW 2477

ABN #	37 246 619 514
Phone #	02 6628 0002

**Duraplas Industries**  
**Estimate**

Date	Estimate #
26/03/2015	108

Name / Address
ALSTONVILLE COMMUNITY PRESCHOOL 0420514007

Project

Item	Description	Qty	Colour	Price	Tax	TAX AMT	Total
040-R2270...	Round-22700 litres (5000 gal) Squat Round Water Tank	2		3,050.00	GST	554.55	6,100.00
048-10% ...				-10.00%	GST	-55.46	-610.01
255-FLAN...	40mm Poly Flanged Outlet & welded to tank (40mm)	1		150.00	GST	13.64	150.00
259-FLAN...	150mm Poly Flanged Outlet & welded to tank (180mm)	6		350.00	GST	190.91	2,100.00
*****These fittings are as requested on drawings***** *****Suggestion to allow for flex coupling on tanks connections - \$37.57 ea for 150mm fitting*****							
<b>Subtotal</b>						\$7,036.35	
<b>Tax</b>						\$703.64	
<b>Total</b>						\$7,739.99	



Submission 3 – Alstonville Community Preschool



ABN 56520176829  
 Mob: 0401 208 797 Ph/Fax: (02) 6685 4015  
 PO Box 1972 Byron Bay NSW 2481  
 email: carmine@tallowtreeservices.com  
 www.tallowtreeservices.com

**Quote**

**TO:**

Alstonville Community Pre Scho  
 Freeborn Place  
 ALSTONVILLE NSW

**Tax Invoice No: 00003590**

**Date:** 12/05/2015

**Purchase Order:**

**Contact:**

**Phone:** **Mobile:** 0421 029 162  
**Fax:**

Date	Description	Amount	
	Location: Freeborn Place, Alstonville		
	Remedial tree surgery on 1 x large Camphor laurel for proposed development, as directed by Cert III Arborist		
	Cert III Arborist Consultation	\$300.00	GST
	Tree surgery	\$1,500.00	GST

**Terms:** Customer ABN: GST: \$180.00  
 PAYMENT TERMS STRICTLY 14 DAYS Total Inc GST: \$1,980.00  
 All cheques payable to Tallow Tree Services Pty Ltd  
 EFT to ANZ Bank BSB 012 554 Account No 4966 25636 Amount Applied: \$0.00  
 Please email or fax confirmation of payment **Balance Due: \$1,980.00**

**COMMENT**  
 We appreciate your business.

A MEMBER OF  
 ARBORICULTURE AUSTRALIA

Submission 4 – House with No Steps



11 May 2015

Holly Archibald  
Events and Grants Support Officer  
Ballina Council  
PO Box 450  
Ballina NSW 2478

Re: Notice of change of event

Dear Holly,

As per our discussions today, Summerland House Farm would like to confirm the cancellation of our traditional Country Fair. The reason for this cancellation is the fact that last years Country Fair incurred losses and following an extensive review of options and likely cost it is apparent that this years Country Fair would also incur substantial losses. This would mean further financial strain on Summerland House Farm, a business of House with No Steps.

As you know, last year's event was sizable and successful in terms of attendee numbers, however the growth and popularity of the event has seen costs for infrastructure and OH&S requirements far exceed potential revenue from the event.

We do appreciate that Council has supported the event with funding of \$5,000 (+GST), but the losses far exceed this amount. There is also a possibility of a reduction in potential community sponsorship dollars (as recently experienced by other local events), as well as the risk of adverse weather which would impact income on the actual day.

We have reviewed the event structure and propose smaller events throughout the year, focused on attracting school holiday visitors from around the Northern Rivers region.

Our proposed event plan includes:

- 6 days over two weeks - school holiday activities in June/July 2015
- 1 day event (a scaled down version of the Country Fair). This will be similar to the "Little Splendour", at Byron's Splendour in the Grass, and coordinated by the same organisers. It will also include the usual market stalls associated with the Country Fair and other attractions for parents to enjoy on the day.
- 6 days over two weeks - school holiday activities in September 2015
- 6 days over six weeks - school holiday activities December 2015

We are seeking approval from Council to confirm continued sponsorship (\$5,000 +GST) towards the marketing and coordination of these events throughout the year, with the continued focus on providing a quality community event and attracting visitors to Ballina Shire.



Northern NSW Region  
253 Wardell Road  
Alstonville NSW 2477  
ABN 31 001 813 403

Postal  
PO Box 9  
Alstonville  
NSW 2477

T 02 6628 0610  
F 02 6628 3718  
northernnsw@hwms.com.au  
[www.hwms.com.au](http://www.hwms.com.au)

Submission 4 – House with No Steps

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We understand this decision is at the discretion of the General Manager and Councillors, and therefore trust you will forward our request to the appropriate authority.

Look forward to hearing from you.

Kind regards

Lisa Murphy  
**Business Marketing Manager**



House  
with No  
Steps

*Let's Go!*



**Northern NSW Region**  
253 Wardell Road  
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T 02 6628 0610  
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northernsw@hwns.com.au  
[www.hwns.com.au](http://www.hwns.com.au)

**Request Related to 2015/16 Draft Delivery Program and Operational Plan**

- **Synopsis of Request:** For approximately 15 months the Lennox Head Residents' Association has been attempting to remediate and improve the gardens and fringe on the southern side of Ross Park and adjacent to Rayner Lane with the Point Café' and shops across the road.
- **Rationale for Request:** Ross Park is a focal point of recreation situated in the centre of the village. It is subject to constant pedestrian access and egress as movement occurs between the nearby entertainment/café' precinct and the park recreational area. The consequence of this is severe degradation of the fringe gardens and grass verge and this debasement now extends to the base of the large Lennox Head informational sign at the South Western location of the Park
- **Current Circumstance:** The staff response to this stage has been an acknowledgement of the real need for remediation of the current garden area and a 'fix up' plan and costing to improve through garden edging, mulching and simple re-shrubbing has been produced. Costing for these works have been set at approx \$15000.00
- **Current Impediment:** This basic remediation to this central and focal village precinct has been on hold for a considerable period consequent on Engineering Staff position that to expend moneys for the basic remediation would not constitute the optimum use of funds on the basis that The Lennox Head Central Village Renewal Plan and funding would take account of the complete architectural redevelopment of Ross Park at an estimated cost of \$300000.00. However it is accepted that funding for this renewal is 2/3 years away and implementation in all probability 3/4 years into the future. This leaves an extremely busy Ross Park area in a considerably shabby and debilitated state.
- **Requested Outcome:** It seems that an interim cost of \$15000.00 to remediate the subject area of Ross Park, offering 3/4 years of a

compromise improvement would be funds effectively utilised. If thoughtfully planned and constructed this interim renewal could well be integrated into the final Master Plan for the Park and thus a productive period of depreciation achieved.

- Source of Funds: It is accepted that currently funds have not been allocated for this remediation in the 2015/16 Draft Delivery Program. It is requested that funds be made available for this purpose through one of the following mechanisms:

6.1 Re-allocation of \$15000.00 from:                      Lennox Head Main  
Beach(Refurb) \$55K  
Footpaths Ballina St  
\$58K

6.2 Bring Forward \$15000.00 from 2016/17                      Coast Rd \$70K  
Footpaths Allens Par-  
ade \$55K

.3 Adopt Deficit Budgeting for this purpose

7. Conclusion: This request is motivated by:

- 7.1 The real need for remediation of the Ross Park area discussed
- 7.2 The protracted period which has elapsed since the need has been communicated to council staff.
- 7.3 The continued period of wait if remediation is left in abeyance until implementation of the new Village Renewal Master Plan.
- 7.4 Clear acknowledgement of staff that the area is in serious need of refurbishment.
- 7.5 The feasibility to re-allocate funds for this project from a number of sources without major disruption to the budgeted Delivery Program.

Please could this modification to the Delivery Program be accepted.

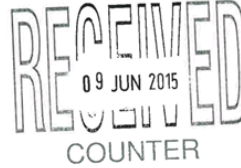
Graham Shaw            for and on behalf of the LHRA

Submission 6 – Wardell & District Progress Association

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Paul Hickey

**SUBMISSION TO BALLINA SHIRE COUNCIL**

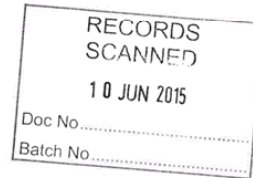


June 2015

Submission by the Wardell and District Progress Association.

This paper presents the necessity for additional expenditure from this year's budget to supplement the existing funding to construct an Access Mobility Structure along the foreshore of the Richmond River in Wardell.

This infrastructure was outlined in the Wardell Streetscape Masterplan 2007.



**DRAFT Delivery Program and Operational Plan**

**2015/16 - 2018/19**

**WARDELL AND DISTRICT PROGRESS ASSOCIATION**

1<sup>st</sup> June 2015

**Submission to Ballina Shire Council**

**This is a request for additional funding to construct the pedestrian/ mobility access under the Wardell Bridge along Bridge Drive. The proposed location is to the left of the current roadway in Photo 2 below.**

**Money Held in trust: \$425,000**

**Extra Funding required: \$250,000**

**AIMS**

- To increase the level of connectivity in the Wardell Village.
- To improve access between the western and eastern sides of the village along Bridge Drive.
- To improve access for people with mobility issues.
- To improve the safety for people walking under the Bridge.
- To improve the amenity of the village and the whole Shire.
- To improve the accessibility to heritage buildings, the park and public toilets from the wharf.



**Photo 1.** Looking east along Bridge Drive  
A family walking on the roadway not the footpath.



**Photo 2.** Looking west along Bridge Drive

**PROBLEM**

The Pacific Highway and the bridge over the Richmond River divide the village of Wardell into two separate areas, to the east and west. Facilities used by all residents are located in both areas. (See Fig.1.)

The current footpath on Bridge Drive under the Pacific Highway, which connects the western side of the village to the eastern side and the Wardell Bridge, is not wide enough to accommodate large prams and mobility scooters. The narrow footpath (measuring 90cm) and the dogleg (see Photos 3. and 4.) on the western side severely restrict access.

Submission 6 – Wardell & District Progress Association

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The current footpath is only wide enough for one-way traffic – pedestrians, bikes, scooters, or prams cannot pass or overtake one another. Many residents are forced to use the roadway instead of the footpath when moving east to west or vice versa.



Photo 3. Dogleg. Looking east.



Photo 4. Dogleg. Looking west.

**CONSEQUENCES**

Many people choose to use the roadway instead of the footpath to go from one side of Bridge Drive to the other. Although the roadway is 7.3m wide, it is bound by the walls of the underpass on both sides. This means that there is no verge/shoulder where pedestrians can take refuge if there is oncoming traffic.

The visibility approaching the underpass from the western side is restricted due to a bend in the road as shown on Photo 5.



Photo 5. Restricted vision.



Photo 6. The footpath under the bridge



### Submission 6 – Wardell & District Progress Association

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#### HISTORY

The underpass was constructed in 1964 when the Wardell Bridge was built over the Richmond River replacing the ferries. At that time there were approximately 9 houses on the western side of Bridge Drive. Since the completion of Bayswater Estate in Lindsay Crescent and further development, this number has grown to 130.

Traffic has also significantly increased since construction of the underpass. It is common for vehicles going in the opposite direction to pass one another under the bridge, allowing no room for pedestrians on the roadway. There has been little upgrade to the underpass roadway or footpath since 1964.

Traffic travelling from Bagotville, Meerschaum Vale, Wardell Road and Cabbage Tree Island all use this road to travel to the village centre in Wardell.

[Wardell Discussion Paper No.3 Considerations for New Development](#) (BSC Publication 2003), made reference to the transport infrastructure in Wardell. (pg 3) It stated that the ***“improvement to the roadway beneath the Wardell Bridge would be required to minimize accident risk as the population grows.”*** It also stated ***“that the improvement of the provision of pedestrian and cycle way facilities within the village to facilitate movement between retail outlets, educational facilities and community services within the town is also desirable”*** and that pedestrian access under the Wardell Bridge was adequate for pedestrians **but raised the issue of safety with any increase in the numbers of cars and bicycles.**

In 2007 Wardell received a large grant from Ballina Shire Council. The Streetscape grant was spent wisely on improving facilities in the village. After consultation with residents, some of this funding was held in trust to build a boardwalk/walkway from the wharf, along Bridge Drive connecting to a new walkway under the Bridge between the river and the current road way. This would then join a footpath also to the south of the roadway on the western side of the underpass. The completion of the mobility access has been dependent on either more funding from Council or a Government grant. To date these have not been available. Since 2007 the cost of building this structure has increased.

The [Wardell Village Concept Streetscape Masterplan](#) prepared by *Environmental Landscapes* (May 2007) recommended the retention of the riverbank and offered two options on how the existing wall could be reinforced. Afterwards, ***“A timber deck will then be built on top to achieve the desirable five metre width of foreshore area.”*** (Section 4.4.2 Embankment Restoration – Option 2.pg 27.)

#### WARDELL STREETScape BUDGET

- \$387k spent on town improvements
- \$180k spent on river/foreshore infrastructure – from which the whole Shire benefits
- \$78k spent on plans and geotechnical reports for the construction of the access/walkway.
- \$425k is still held in trust with BSC.

Ballina Shire Council has already approved plans for the access/boardwalk and adjoining footpath along Bridge Drive.

Further projects to improve the village have been put on hold until this mobility access can be completed including an historical information walk linking the village centre, Fitzroy Street and the foreshore through to the historic cemetery.

Submission 6 – Wardell & District Progress Association

**FACTS**

The population of Wardell is currently 648, with 22.5% of the population under 14 years (ABS 2011 Census). There are many mothers with prams and children with bikes, scooters, skate boards all using the facilities across the village as detailed on Table 1.

There is a significant proportion of people in the older categories with 9.4% of residents aged 70 years or over and 12.7% are aged between 60 and 70 years. (ABS 2011)  
Both these groups of people could be considered as likely to have mobility issues with the current footpath, both now and in the future.

**Table 1.** List of facilities located on each side of the village

West of Underpass	East of Underpass
Playground/barbeque area/ picnic area	Wardell Public School
Wardell Cemetery – historical significance	Sugartown PreSchool
Public toilets	Poppy Larry’s Pies
Tennis Court	Wardell Cafe
Wardell Sports and Recreational Club	Wardell on the River Hotel
Sports Ground	Post Office
Wardell Nursery	Simply Fashion and Beauty retail store
Cycle way along Bath and Wardell Road	Belinda’s Hairdressing Salon
The Historic buildings of Police Station and	Wardell and District War Memorial Hall
Mayley House	St Patricks Catholic Church
Old ferry approaches	St Barnabas Anglican Church
Pinegrove Bromeliads Nursery	BP Service Station
Wardell Volunteer Rural Fire Brigade	Wharf and pontoon
Landmark Rural Supplies	Public telephone box

Many mothers with prams and children with bikes use the roadway as a footpath. Some prams are too wide for the footpath and therefore do not fit. Also the pathway is restricted on both sides - a cement wall on one side, and a fence and drop to the road on the other side. There is no grassy verge or supplementary land on either side of the pathway. (Photo 6.) Inaccurate steering by a cyclist along the footpath often means a crash into the wall or worse, results in a tumble onto the roadway. The access from the west side of Bridge Drive consists of a fairly steep slope that also makes navigation of the footpath difficult. (Photo 7.)



**Photo 7.** Sloping Path



**Photo 8.** Not much room.

**TOURISM ISSUES**

There are a growing number of groups of cyclists using this underpass, particularly on the weekends. They stop in the park to use the facilities. They take up a considerable proportion of the roadway as they pass under the bridge. This also applies to motorcyclists.

There are organised cruises onboard the MV Richmond Princess to Wardell. Passengers can often be found wandering around town using the roadway rather than the footpath as they explore the historical buildings and river views on both sides of the underpass. There is no footpath between the wharf and the underpass as shown in Photos 2. & 9.



**Photo 9.** No footpath.  
View from the wharf looking west.



**Photo 10.** Common sight.  
Children riding bikes, scooters or  
Skateboards on the road.

There has been an increase in tourist vehicles, campervans and motor homes that use the park in Bridge Drive for picnics or overnight accommodation. They then continue on to the village centre via the underpass. The school buses also use this roadway (Photo 10). These vehicles are large and in the case of motor homes are usually not familiar with the area. They often do not keep to the left on the roadway.

Once the Pacific Highway has been completed and the village of Wardell is bypassed, it is anticipated that the number of visitors and tourists will increase. This will be beneficial to the entire Shire.



**Photo 11.** A school bus travelling east

Submission 6 – Wardell & District Progress Association

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**PAMP**

The Pedestrian Access and Mobility Plan for Ballina Shire Council 2013 Review does not mention any works or improvements in Wardell. **Unfortunately, Council has not recognized the need for a safer access under the Bridge.**

**THE FUTURE**

There is the possibility to change the tourist route to come from Alstonville, along Bath St, along Bridge Drive, under the bridge and through to the commercial centre of the village. The safety for pedestrians will need to be addressed before this can be done.

Further incentives to attract more cyclists through the village and along the foreshore will be dependent upon the construction of a new access under the Wardell Bridge.

The Wardell Strategic Planning projects will also be dependent on improving the mobility access in this area. Meetings for this have been organized in Wardell for June 15<sup>th</sup>, 16<sup>th</sup> and 17<sup>th</sup> 2015.

**ANECDOTALS**

- Elderly residents from Carlisle Street cross the Pacific Highway on mobility scooters to buy groceries at the BP Service Station. It is closer to travel that way, the route is flatter and the pathway on Bridge Drive is too narrow.
- One resident's dog missed it's footing and fell off the walkway onto the roadway.

**CONCLUSION**

The Wardell and District Progress Association feel that it is imperative that this mobility access be completed. The current pathway is unsuitable for many people, particularly those with mobility aides. A great deal of money has already been spent on the initial plans. There is money available in the Streetscape funding for more than half the cost of this structure.

Safety and accessibility for all residents is crucial for the movement between the two areas of Wardell. Future planning, improved infrastructure and the new Wardell Bypass will see Wardell flourish as a satellite village in the Shire. Increased tourism and Wardell's attractiveness as a place to live can only be enhanced by the completion of a new mobility access along Bridge Drive.