

2016/17 Delivery Program Submissions to Works & Services



10.3 Delivery Program and Operational Plan - Adoption.DOC

Ballina Tennis Club

Submission 1 – Page 1 of 1

Dear Councillor

For several years the committee of the Tennis Club has been requesting Council to resurface the road verge adjacent to the tennis courts in Burnet Street. This area is not only used daily by tennis club patrons but, ever increasingly, by Ballina High School students. Portion of it is also used by people on mobility scooters to access the Ballina Bowling Club. It is difficult for them to negotiate the (often large) potholes to gain access to the footpath beside the tennis courts.

Last year we were informed by the Council's Civil Service's Group that the cost of the works was too great to be done without it being budgeted. I am therefore writing to urge you to please include these works in budget considerations for 2016.

Regards
Margaret Oldham
President, Ballina Tennis Club

BULWINKEL LANDCARE GROUP SUBMISSION TO BALLINA SHIRE COUNCIL TO FUND IMPROVEMENTS TO BULWINKEL PARK, ALSTONVILLE	
<p>1. RATIONALE Bulwinkel Landcare Group was established in April 2015 with the following aims:</p> <p>1.1 Develop a vegetation plan of management for Bulwinkel Park and the environs along Maguires Creek</p> <p>1.2 Renovation of Ken Dunstan Memorial Garden</p> <p>1.3 Involve Alstonville High School Landcare Group</p> <p>1.4 Identify weed species in Bulwinkel Park environs</p>	<p>Achieved</p> <p>Achieved</p> <p>Achieved</p> <p>Achieved</p>
<p>2. PRIORITY To assist management of Bulwinkel Park the following require attention:</p> <p>2.1 Repair and upgrade park entrance, driveway and parking area subject to constant water erosion</p> <p>2.2 Improve and direct run-off drainage via rock drain to prevent erosion and deposition of detritus across park area</p> <p>2.3 Modify and reconstruct Changing Room Shed so that it is open and no longer a haven for drug users</p> <p>2.4 Remove camphor laurel trees overshadowing changing room shed which create splash erosion and shade preventing grass growing around the shed resulting in muddy conditions and impeding use by the general public</p>	<p>Urgently Required</p> <p>Urgently Required</p> <p>To be Arranged</p> <p>To be Arranged</p>
<p>3. Other Strategies for Improvements to Bulwinkel Park:</p> <p>3.1 Relocate and renovate children's playground above flood level</p> <p>3.2 Eventual removal of the majority of camphor laurel trees allowed to dominate the park resulting from neglectful management</p> <p>3.3 Removal of detritus from and preservation of the weir because of its historical significance to Alstonville</p> <p>3.4 Information and Educational Boards giving facts and illustrations of:</p> <ul style="list-style-type: none"> • Aboriginal occupation and history • Ken Dunstan Memorial Garden and importance to Alstonville • Weir and pools on Maguires Creek • Land Grants and ownership of Bulwinkel Park • Named natural vegetation specimens • Native fauna and platypus exploitation <p>3.5 Removal of obsolete structures</p> <p>3.6 Provision of seating and tables</p> <p>3.7 Renovate Public Toilet Block and remove overhanging trees to improve visibility around the Toilet Block</p>	
<p>4. GENERAL:</p> <p>Bulwinkel Park is an important unique asset to Alstonville being of historical significance and local beauty.</p> <p>Bulwinkel Landcare Group has expended over \$1,000 of their funds to enable improvements to the park. Further the volunteers have donated 183 hours of their time.</p> <p>Alstonville Lions Club, which is a member of Bulwinkel Landcare, has pledged to donate funds and Lions Club members' time towards improving Bulwinkel Park.</p> <p>Bulwinkel Landcare Group requests that the matters listed as Priority (2.1; 2.2; 2.3; 2.4) be included in the 2016-2017 Ballina Shire Works Program.</p> <p>The constant problems of erosion and deposition created by the uncontrolled drainage from Main Street over the park is seriously degrading this valuable asset.</p> <p>Malcolm Johnson (Group President) Richard Billson (Treasurer) Les Wiles (Alstonville Lions Club) on behalf of Bulwinkel Landcare Group</p>	

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Bulwinkel Park showing seating and shade area built by Lions Club, 1990's



Lions Club doing maintenance work, 1990



Lions Club building Change Rooms, 1990



Lions Club doing maintenance on Toilet Block, 1990



Change Rooms shed after May 2015 flood



Bulwinkel Weir in flood, May 2015

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Bulwinkel Park Lions Club project sign in front of overgrown Ken Dunstan Memorial Garden, 1996



Ken Dunstan Memorial Garden, MAY 2015



Ken Dunstan Memorial Garden after undergrowth weeds removed, July 2015



Ken Dunstan Memorial Garden after Tibouchinas pruned, July 2015



Ken Dunstan Memorial Garden with rejuvenated Tibouchinas and planting of Jules Tibouchinas, March 2016



Ken Dunstan Memorial Garden, March 2016



4 April 2016

Mayor and Councillors (cc General Manager)
Ballina Shire Council
PO Box 450
Ballina NSW 2478

Dear Councillors

Re: Expansion to Skennars Head Sporting Fields

We write to Council to request the Skennars Head Sporting Fields Expansion project be given priority in the 2016/17 budget for the reasons discussed below. We understand the project is all but ready to commence as Council has already purchased the land for expansion and designs have been completed, but it now requires funding of approximately \$1.3 million to undertake the construction of the new fields.

In recent years the club has grown significantly, particularly in the non-competitive junior ranks (i.e. ages 5 – 11) with an increase of approximately 18% this year and approximately 42% over the past three years. We currently have 336 junior players in these age groups registered for this year. We also have a large number of competitive junior and senior teams, both male and female. This is putting considerable strain on the current grounds and this year there simply aren't enough grounds to adequately accommodate all the junior teams.

There is also the issue of car parking with the current car park not large enough to cater for the ever increasing player base. The field expansion will facilitate an increase to the car park which will alleviate traffic issues along Skennars Head Road on a Saturday morning.

We expect our player numbers to keep rising with the increasing popularity of the sport and the ever expanding population of Lennox Head, especially with the recent sales success of Pacific Pines Estate (Epiq Lennox) and other smaller estates in and around Lennox Head.

We understand that Council recognises that there is currently a deficiency of sports fields for Lennox Head, including Skennars Head, and even with the release of new fields at Pacific Pines, there will still be a shortfall.

Based on this it is requested that Council look to undertake the Skennars Head expansion works as a matter of urgency. We look forward to your careful consideration of this request and please contact the undersigned on 0431 978 711 or Steve Ranyard on 0437 860 799 if you require any further information.

Yours faithfully
Lennox Head Football Club

Thaya Evenden
President

Lennox Head Football Club INC.

P.O. Box 64, Lennox Head NSW 2478 • www.lennoxheadfootball.com

Note: Link to Roy Morgan Research Report on the continued growth of the sport and the girls game:

<http://www.roymorgan.com/findings/6563-more-girls-now-playing-soccer-than-netball-201511240022>

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Brighton Street Road Reserve Upgrade (Garry Stanger)

Submission 4 – Page 1 of 3

Ref - Trim:16/14930

6/5/2016

Mr Paul Busmanis
Engineering Works Manager
Civil Services Group
Ballina Shire Council

Dear Sir

Re: Brighton St – Road Reserve Upgrade

For several years the four residents with driveways off the northern section of Brighton St. have been seeking assistance from the Council to upgrade the 20 metres of this street that has never been sealed. Brighton St has three disconnected sections with the northern section branching off The Serpentine. The other two sections are sealed. Because of confusion especially for deliveries and emergency services, we wrote to council requesting that our address be changed to The Serpentine. Council agreed to this request and assigned the numbers, 21, 23 and 25 The Serpentine to the three properties with front entrances on this section of Brighton Street. Mr Craig Zerk has a back entrance off this section of Brighton St. The four property owners have made many representations to council – by phone, letter and visiting personnel at the Council.

In your letter of 3 March 2016 (see Attachment 1), you state that council doesn't regard this section of Brighton St as a road asset. However, when we purchased this house block in 2012 the address on the deed was 24 Brighton St. The 2013 rate notice attached still shows our block (Lot 16 DP 584831) as being in Brighton St.

Within the twenty approximate metres of this unsealed road, there is a sewer manhole and a water valve (see Attachment 2).

As these discussions have been occurring for over two years, and the section is of minimal length, we the four residents are asking that the sealing of this small section of Brighton St be included in this year's Council's annual budget process.

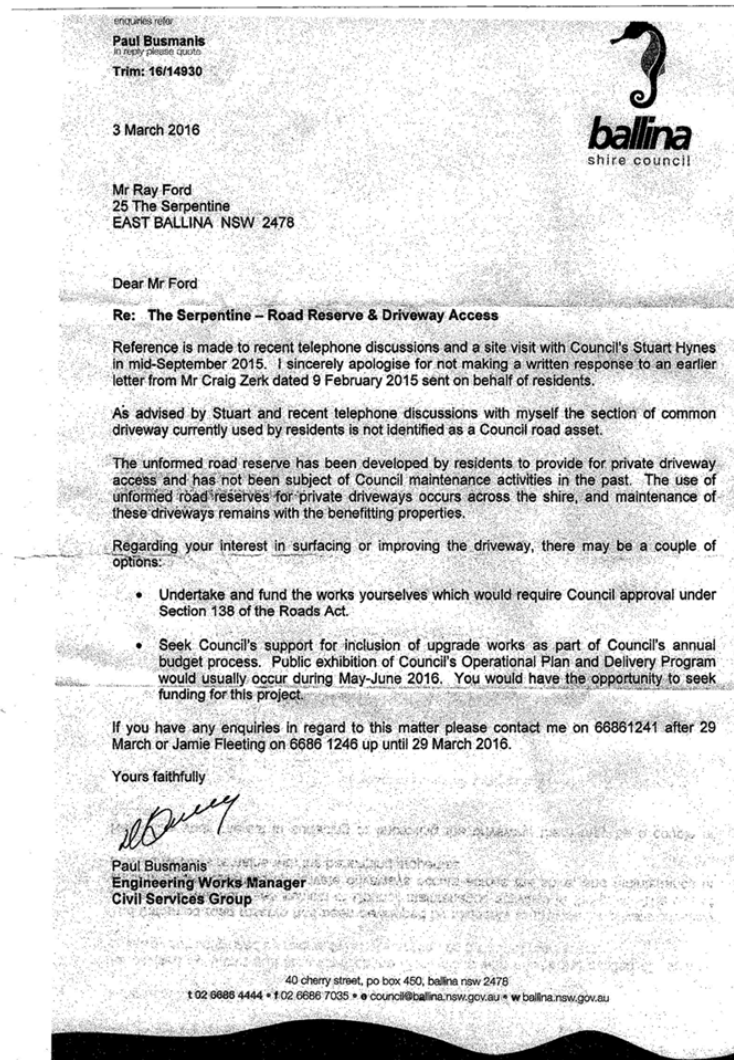
Please contact me if you have any further questions regarding this request. I will be away from 23 May until 16 June.

Yours faithfully

Garry Stanger

21 The Serpentine
Ballina

Attachment: Copy of Letter from Council's Engineering Works Manager



John Stead
225 Riverbank Road
Pimlico 2478

13 May 2016

Ballina Shire Council
Attn: Paul Hickey

cc. Paul Busmanis and Councillors

Ref 16/34027 (1758)

Dear Mr Hickey

Thank you for your reply to my email re the state of Riverbank Road Pimlico and the details of the Delivery Program and Operational Plan for 2016/17.

I take on board the Council's dilemma of where to allocate the limited funds to repair roads. It is essential to prioritise roads that are falling apart, in the worst state and need of repair for the safety of people.

Therefore I am taking your advice to write this submission to the Council, to lobby that Riverbank Road should be brought forward into the 2016/17 budget and suggest, as an example, some roads that could be swapped back a year.

Having studied the 2016/17 road budget I noted Swift Street (\$114,000) and Fawcett Lane (\$74,100) allocations.

Today I inspected these roads and found Swift Street in very reasonable condition with no potholes only a few minor patches. Fawcett Lane has a considerable amount of patches but it is only a connecting lane with limited traffic (no school buses). Both roads had adequate camber for water shedding to drainage which is not the case on Riverbank Road.

Riverbank Road, the section from No. 313 to the north for 400m to the last house is nothing but continuous patches of pot holes that fall apart every time it rains because the road has subsided and contains the rain water.

There is also a small section outside number 95 Riverbank Road (approx. 20m) that is in the same condition.

I also bring to your attention that 2 school buses in the morning and 2 in the afternoon traverse this single vehicle width road. When meeting oncoming vehicles both have to stop and move off the road with difficulty.

In summary Riverbank Road is in far greater need of repair whilst Swift St and Fawcett Lane are in a much safer condition.

I look forward to discussing this further at the meeting on Wed 18 May at Wardell.

Yours faithfully
John Stead.

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Wardell Recreation Grounds Trust (Warren Barnes)

Submission 6 – Page 1 of 1



Ballina Shire Council
Tamar Street,
Ballina. NSW 2678

Wardell Recreation Grounds Trust
50 Bath Street,
Wardell. NSW 2477

Attention Mr. Paul Hickey

Dear Mr. Hickey,

Further to our discussions on the Wardell Grounds Trust I would like to clarify our situation re the mowing of the "rough" on the golf course.

Although the Council has provided funding for the Ballina Turf Farm to mow this ground, it is now only done intermittently or not at all.

We would like to propose that the Council provide for our use a Zero Turn mower, 72 inch cut with a 28-30 HP motor. The Trust will service and maintain the mower and provide all fuel and necessary parts.

This would obviate the need for your own Council employee to come to Wardell, especially in the busy summer growth season.

We would appreciate any help you can give us in this matter.

Thanking You,

Warren Barnes
Sec/Treas.

A handwritten signature in cursive script, appearing to read "Warren Barnes".

Subject: Delivery Program feedback- Wardell

Hi Peter & Paul,

Thank you for the presentation last week concerning the delivery program,

It was disappointing that Wardell has received very little consideration concerning the implementation of the Wardell Strategic Plan 2015-2035. In fact it was not even included in the Program. As pointed out in the meeting you agree that this was an oversight and that HE3.1.2c (p. 25) will be modified accordingly.

We understand that you are addressing action no. 1 of the Wardell Strategic plan and that you have worked out that one way of looking at equitable distribution of resources for Wardell is to look at the percentage of rates paid and thus we would only receive 2% of available funds. You asked if we thought this method was fair. **I and many other at the meeting do not believe that this is a fair allocation of resources.**

If you applied the same resources allocation measure to Ballina for the Ballina pool upgrade (11M) or Lennox Head for the Eastern coastal recreation path (1.7M), I think you might find that the Ballina or Lennox rates would not be covering these major works either. Obviously these programs are for the benefit of the greater shire and I personally I am supportive of the coastal path at least.

Therefore, I believe that if we are to realise the vision outlined in the Wardell Strategic Plan (WSP), BSC will have to find a way of funding the key teams and drivers of the WSP.

For instance under Infrastructure (p5 of the WSP), it states " boardwalk, walkways and footpaths to improve accessibility/connectivity within village a priority". This theme is then picked up in objective no 13 (p9). It is given a High priority. **So here is the driver and the objective which supports footpaths and improved connectivity. BSC has endorsed the WSP and thus it goes without saying that it needs to be adequately resourced and implemented.**

Also concerning the budgeted road upgrade of Ragland Street, this particular street is not as bad as the stretch of road just opposite the east Wardell boat ramp – namely River Street and Byron Street (same street just changes name about 50m east of the boat ramp). This stretch of road (approx. 200m) is like a quilt patchwork and when it rains water pools across it – this road is utilised not only be the local traffic but also by many boat users accessing the ramp as well as group of cyclists. Could you please look into this and perhaps allocated the Ragland Street budget to the River Street –Byron Street section?

Looking forward to a more inclusive approach to resource allocations for Wardell.

Kind regards

Paola

Paola Rickard

Submission to the 2016/17 to 2019/20 Ballina Shire Council Delivery Program and Operational Plan for Upgrading and Providing Calming Devices for Gibbon Street

According to Gibbon Street Steering Committee's 2015 report, "residents are experiencing a significant loss of amenity because they perceive they live on ever increasing transport corridor with associated prevalence of non-compliance with basic road rules. The consequences are residents are withdrawing from the street, feeling very unsafe, stunned no-one has been seriously injured or killed, hyper-vigilant and adapting their behaviour to accommodate dangerous driving."

This result is ***inconsistent*** with Austroads (2004) and other Australian organisations such as NSW Landcom's, measures of a street's livability and safety for other users. That is, streets are ***not the exclusive use of vehicles*** and residents' amenity and increasing diverse users are valid considerations.

The days have long gone, where residential streets are designed with plenty of space for vehicles to avoid accidents, because such design has been determined to encourage dangerous driving.

As well, Lennox Head Residents' Association's 2015 Community Survey results determined the community's top 3 priorities was 1) ensuring the naturalness of Lennox, 2) preserving village atmosphere and 3) traffic issues. In particular, Lennox residents want a safer more pedestrian, bike, elderly & pram friendly village & surrounds & calmer vehicle traffic.

Therefore, based on these three points:

- 1) Gibbon Street Steering Committee 2015 report.
- 2) 20+ year old residential street design guidelines (international, national & state)
- 3) Lennox Head Residents' Association 2015 Community Survey results.

Gibbon Street Steering Committee makes this submission in relation in the "Ballina Shire Council, 2016/17 to 2019/20 Delivery Program and Operational Plan."

In particular:

- 1) **Footpaths and shared paths** 2016/17 Ross Street path \$40 000
- 2) **Road reconstruction program** 2018/19 Gibbon St \$130 000

2016/17

Footpaths and shared paths 2016/17 Ross Street path \$40 000

Key Gibbon St and Ian Avenue residents' concerns & negative experiences are:

- Speeding traffic most common fear.
- Serious concern for safety & near misses for non-vehicle road users eg. pedestrians, elderly, children, mobility scooters, cyclists and prams.
- Lack of footpath.
- Pedestrians choose where they cross streets by their capacity to "run for it." Some have miscalculated whether vehicles are speeding or not and had to "run for it."
- Drivers cutting the corners & losing control occurs at all the intersections
- Aggressive drivers – "feels like a dragway"
- Whilst non-residents freely admit they always speed on Gibbon St.

Intersection of Gibbon St & Ian Avenue has specific safety issues:

- Pedestrians crossing Ian Avenue have difficulty seeing vehicles northbound on Gibbon St which often do not indicate or only indicate whilst turning into Ian Avenue.
- Many pedestrians have had near misses at this intersection.
- Pedestrians purposely cross Ian Avenue away from the intersection so they have that option to "run for it."
- Drivers fail to Give Way sign at Ian Avenue & Gibbon and pull out into northbound traffic.



Pedestrian visibility at Ian Ave & Gibbon St



Driver visibility at Ian Ave & Gibbon St

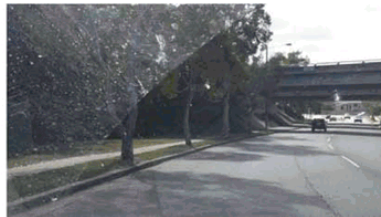
Therefore Gibbon St Steering Committee submits the reallocation of the Ross St footpath funding to Stage 1- Gibbon St diverse users safety:

1. Extension of Gibbon St footpath southwards from the Ross St end.
2. Pedestrian refuge on Ian Ave, at the Gibbon St intersection
3. Include Gibbon St & Ian Avenue in the Council's street planting program.
 - a) It is observed that Lennox Head has lost many trees during some intensive years of East Coast Lows and a tornado. It appears that these lost trees were not replaced.
 - b) Trees are a demonstrated cost effective method of :
 - b.1. Calming traffic.
 - b.2 Improving in residents' sense of amenity and safety.
 - d) As an extension of the Community Garden plans, involve the residents in the street planting program. This could be a bottom-up approach to improving residential amenity.

Refer photos, as examples of Brisbane City Council's 20+ year's city wide street planting policy. These particular photos demonstrate that street plantings are consistently sited:

- Alongside the kerbing even in very busy 60kph speed limit zones.
- In known 'storm alleys.'

This suggests that there is limited risk of drivers hitting them & minimal maintenance issues in extreme weather conditions.



2017/18

Road reconstruction program 2018/19 Gibbon St \$130 000

According to Gibbon Street Steering Committee's 2015 report, Gibbon St residents within the Byron to Foster precinct's key concerns & frightening experiences, could be addressed during these road works.

- Vehicles speeding & overtaking other vehicles including, into oncoming traffic and whilst residents enter own driveway.
- Vehicles simply driving on wrong side of the road.
- P-Plates drag racing.
- Confusion at Dodge Lane.
- Pedestrian safety concerns between Byron St & King St intersects with Gibbon St, whereby they seek traffic visibility both ways and where they can "run for it."
School children & elderly with physical limitations (Club Lennox patrons) cross Gibbon St slight bend, at Dodge Lane.
Habitually, accelerating northbound vehicles are known to cut across this bend & into the parking lane.
- Bora Ring entrance now has National Park signage. It was hoped this may reduce incidents between vehicle traffic & Bora Ring visitors (the lost, parking & pedestrians). However, nearby residents have not discerned any noticeable improvement.

Therefore Gibbon St Steering Committee proposes that during this 2018/19 road reconstruction that low cost additional work to be included:

1. Road markings which *clearly define* the parking & traffic lanes between Byron & Foster St. The aim is to calm traffic & reduce ambiguity at the various intersections in this precinct.
2. Pedestrian refuge at **A)** Gibbon & Byron St Intersection **or B)** on Gibbon, within the Lennox to King Sts vicinity.
Lennox to King St vicinity is the preference, because of its potential to be multi-purpose. That is, 1) pedestrian safety, 2) clearly defining the ambiguous traffic & parking lanes in the precinct and 3) a traffic calming device by breaking drivers' forward sight (north and southbound).



Byron to Foster St Precinct of Gibbon St.

Proposed refuge location & pedestrians at another popular 'turn for it' crossing location.

Plus- Stage 2 of increasing the safety of Gibbon St's diversity of users:

1. Footpath from Byron St along Gibbon St and to integrate the entry to the Bora Ring, to raise its profile for visitors' safety sake
2. Refuge near the bus stop & entrance of the pedestrian laneway to Barrett Drive.
As well as pedestrian safety, this refuge can:
 - a) Calm traffic by breaking drivers' forward sight at a location where nearly half the vehicles exceed the speed limit (Ballina Council's 2015 & 2016 traffic count).
 - b) Clearly define traffic & parking lanes. It is common for northbound vehicles to drive in the parking lane.

Conclusion

This submission to the 2016/17 Ballina Council Delivery Program and Operational Plan for upgrading and providing calming devices for Gibbon Street are creative low cost solutions to improve the residents sense of amenity and safety and increase diversity of street traffic. Taken into account are:

1. The results of the Gibbon Street Steering Committee's 2015 report "The effect of traffic on Gibbon Street residents."
2. The results of Lennox Head Residents' Association 2015 community survey results.
3. Contemporary streets provide safe access to a diversity of street users; consider residents amenity and safety and therefore, are **not the exclusive use of vehicles**.
4. Demonstrated low cost solutions which can easily dovetail into the draft Council's Delivery Program and Operational Plan.

Therefore, the Gibbon Street Steering Committee are confident it has submitted a creative cost effective proposal for maximum positive outcome for its residents, and look forward to these additions being included in the finalised Delivery Program and Operational Plan.

Subject: Submission to BSC on the Draft Delivery and Operational Plan

Dear Paul and Peter,

Thank you for your time and effort in presenting the Delivery Program and Operational Plan 2016 - 2020 in the Wardell Hall on 18th May.

We feel that we should also thank the large number of residents who attend each year and leave at the end of your presentation, frustrated and disillusioned.

As you realise the feeling in Wardell is one of disappointment. Many have attended all the meetings in regards to the Wardell Strategic Plan and your meetings on the Draft Delivery and Operational Plan, and they continually support the Wardell Progress Association and it often seems to no avail.

While we are well aware that in terms of population, we are a very small percentage of the shire, we cannot support the validity of applying that percentage to the budget of spending in our town. (approx. 2%) Surely the Ballina Shire Council is responsible for the Shire as a whole, improving safety, amenities, capital works and connectivity as the need arises. Even so with your reasoning for expenditure, Wardell still lags behind.

We note that Wardell is featured in the new Ballina Coast and Hinterland visitor Information Guide (pg 90) as a tourist destination "boasting" heritage listed buildings and "offering" a large range of services and recreational facilities.

How can the Wardell Strategic Plan be justified when nothing in it is earmarked in the Operational Plan. Note pg 25 of the document - Section HE3.12c - Review Wardell Strategic Plan is blank. Please ensure that the "Planning instruments reflect current and future needs." Please use the Delivery Program and Operational Plan as the "Planning Instrument"

We feel that Council's consultation processes of consultation with residents to identify these needs is excellent. However, these needs, improvements in roads, lighting, footpaths and other facilities, once identified, and requested through direct communication with Council or through our Ward Councillors are not considered in Council's Budget and the result is that no action is taken.

1

We are concerned that all improvements in Wardell will only be investigated or undertaken by preparing a submission.

Therefore as a submission from the Wardell and District Progress Association, we request that the following issues be considered in the Delivery Program and Operational Plan:-

- That the Wardell Strategic Plan 2015 - 2035 ALWAYS be incorporated in the **BSC Delivery Program and Operational Plan**.
- Council provide ONGOING improvement and maintenance of roads, footpaths, lighting, open spaces and all other facilities throughout the Shire either on an "as needs" basis or at least consider these on a time frame where each resource in a particular category is reviewed on a 1, 5, or 10 year cycle as required.
- Construct a footpath along the length of Carlisle St - Tourist Drive 28 from the Pacific Highway to Wardell Road. High traffic volume, high heavy tonnage trucks and dogs, school buses, tourist vehicles pose a significant safety problem for the residents and school children that catch buses along this stretch. - Considered **URGENT**
- add a dividing line along Carlisle Street along the above section because of the amount and type of traffic that use this road. Consider **URGENT**
- Upgrade the section of Richmond Street between the Wardell Hotel and the Wardell and District War Memorial Hall. This section of road also experiences high traffic and heavy vehicles. Considered **IMPORTANT**
- Upgrade and resurface of Byron Street in East Wardell from River Drive to the Boat Ramp. Consider **IMPORTANT**
- Construct a footpath along Byron Street from River Drive to the Boat Ramp. Consider **IMPORTANT**
- Consider future planning for an accessible toilet in Wardell - **ONGOING**
- Consider maintenance of the Wardell Cemetery. - **ONGOING**

Warm Regards,

Kerry Turpin,

Secretary
Wardell and District Progress Association