

9.7 Delivery Program and Operational Plan - Adoption

Subject: FW: CM - RE: Aircraft Parking Charges

From: Nathan James
Sent: Wednesday, 12 May 2021 10:13 PM
To: Julie Stewart
Cc: JJ Harris
Subject: [EXTERNAL SENDER] Parking Charges

CYBER SECURITY WARNING - This message is from an external sender - be cautious, particularly with links embedded within the message and/or attachments.

Good evening Julie,

I am writing in response to the recent parking charges received for VH-JER, our Cessna 172N that we have had parked behind the parking clearance line on the taxiway leading into our hangar. This is the first time since our opening in 2018 that we have been charged for parking in this area and while I appreciate this is beyond our lease area, it is not an area of land that could be used for general parking. As such, under any other circumstances (other than our own aircraft being parked here and charged), the council would not be able to generate revenue from this land.

I have a number of concerns I would like to raise.

1. The charges imposed were not discussed with our organisation prior to the invoice being sent
2. The charges imposed are well above industry standard for the facilities provided. As a comparison, Gold Coast Airport who provide 24 hour security, lit apron areas and tie-downs do not charge parking if a landing was made on the day, and their parking charges are just over \$1 more per night for our aircraft for itinerant parking.
3. As a Ballina operator, and Ballina's only fixed wing flight training provider we have been charged at normal public itinerant rates rather than being afforded a commercial rate as would be the industry norm.
4. We have been parking our aircraft in the area outside our hangar so as to not take up the limited spaces in the GA parking area and as such find it unacceptable that we would be charged the same rates.
5. We have just recently signed a contract with CQU for the provision of flight training services for the students on their Bachelor of Aviation program. Due to the overall cost of the degree the University required that we significantly reduce our rates to allow them to remain competitive with their course fees. As such we have not allowed for these parking charges that would all but consume the little profit we have remaining in this program if we receive charges for aircraft parked in these 'driveway' areas for which we have not budgeted.

I would like to request consideration of the following:

1. Reversal of the charges issued for April that were not brought to our attention prior to fee introduction to allow us to make an informed business decision about parking
2. A substantially reduced overnight parking rate for airport operators parked in general aviation parking areas
3. Nil charges for aircraft parked within the parking clearance lines on 'driveway' taxiways that to date have never been charged and would otherwise be non-revenue generating
4. Nil parking charges if a landing has been made on this day for airport operators.

We appreciate your assistance in this matter and look forward to a timely, commercially considerate, industry aligned and mutually agreeable solution.

Best regards



Nathan James
Director
Em. nathan@whitestaraviation.com
Ph. +61 404092833
www.whitestaraviation.com



**SUBMISSION TO BALLINA SHIRE COUNCIL
TO FUND IMPROVEMENTS AND REVEGETATION OF
BULWINKEL PARK, MAIN STREET, ALSTONVILLE**



Bulwinkel Landcare Group, Alstonville Lions Club and local residents appreciate the commissioning by Ballina Shire Council of the Bulwinkel Park, Heritage Report conducted by Everick Heritage Pty Ltd dated October 2020.

Since May 2015 Bulwinkel Landcare Group has offered many suggestions and submissions regarding improvements to Bulwinkel Park and appreciates the support given by Ballina Shire Council. Following the Bulwinkel and Maguires Creek Vegetation Restoration Plan, the Heritage Report and work of volunteers, we consider it now appropriate that Ballina Shire Council directs funding to carry out recommendations of the Heritage Report in the 2021-2022 Delivery Program.

Funding would be directed to:

1. Demolition and removal of the existing Shelter Shed.
2. Build a suitable Shelter Area with seating and table, according to Heritage guidelines, above flood level.
3. Provide adequate pathway access to the new Shelter Area.
4. Upgrade the existing car park area to prevent erosion and deposition in Bulwinkel Park.
5. Upgrade the existing Toilet facilities.
6. Maintain the open lawn area.
7. Protect, through vegetating, the Riparian Zone up to the southern end of the weir.
8. Employ a Landscape Architect to assist in a complete design plan for the park and revegetation of the Riparian Zone.
9. Maintain and conserve the Ken Dunstan Memorial Tibouchina Garden.
10. Repair and renovate Bulwinkel Park Weir through consultation with Department of Primary Industry and other authorities.

Although not mentioned in the Heritage Report the Ken Dunstan Memorial garden, founded in 1986, celebrates the work of Ken Dunstan, Horticulturalist, who developed "Tibouchina Alstonvillea" and other variants such as Kathleen, Noelene and Jules and Callistemon "Little John". The Tibouchina has become the emblem of Alstonville. Restoration of the garden in 2015 was part of the Alstonville 150 Year Foundation Celebration.

The Heritage Report values the historical and cultural importance of Bulwinkel Park Weir which residents of Alstonville, as well as visitors to the area, consider to be a valuable asset and a "destination" feature. The weir, the original Alstonville swimming pool, must be preserved and Ballina Shire Council will have to negotiate with other authorities to ensure its integrity. Bulwinkel Weir is an important attraction for residents and visitors.

Benefits of the weir are:

1. It is not a barrier to fish as Australian Bass, Freshwater Mullet, Carp, etc are unable to reach this section of Maguires Creek due to the Tosha Falls barrier. Galaxia (non-Indigenous fish) and Gambusia are present probably from fish eggs being introduced by ducks.
2. Aquatic life such as platypus, turtles and eels move overland around the weir.
3. The weir maintains a suitable water level upstream for habitat and favourable conditions for the platypus, numerous turtles, water dragons and eels. During the 2019 drought period the water level in the weir fell drastically due to the water table upstream falling, therefore restricting stream flow. Maguires Creek still flowed through the drain holes at the base of the weir walls.

Bulwinkel Landcare

4. In 1996 Alstonville-Wollongbar Rural Fire Brigade assisted Alstonville Lions Club to drain and clean the weir basin swimming pool area of hazardous items. The weir basin has not been cleaned out since.
5. Below the main Weir basin are the remnants of the "Children's Paddling Pool" which was vandalised and the walls broken.

Bulwinkel Park is of great significance naturally, historically and culturally and deserves to be considered as an important passive, recreational place of interest and a "destination" feature in Alstonville.

Bulwinkel Landcare Group has spent \$7,800 on improving the riparian zone of Bulwinkel Park since 2015. Alstonville Lions Club has also contributed and is offering \$5,000 as a contribution towards providing facilities within the park. Alstonville Rotary Club and Alstonville Quota Club have also contributed to work in the park. Volunteers have contributed 661 work hours 2015-2020.

Improvements to Bulwinkel Park will be of benefit to Alstonville and Maguires Creek. We, the residents, urge Ballina Shire Council to include Bulwinkel Park in the 2021-2022 Delivery Works Program.

23 February 2021

MALCOLM JOHNSON
(Coordinator Bulwinkel Park Landcare Group)
judymalc@yahoo.com.au
ph. 0467 061 665

DES BURKE
(President Alstonville Lions Club Inc.)
dmburke37@gmail.com

Bulwinkel Landcare



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

Bulwinkel Landcare



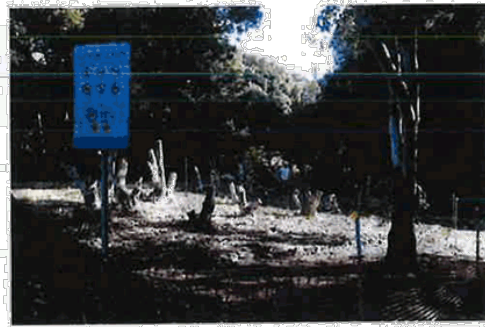
Bulwinkel Park Lions Club project sign in front of overgrown Ken Dunstan Memorial Garden, 1996



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

BULWINKEL PARK JUNE 2016



BULWINKEL PARK JUNE 2016



From: Margaret & Chris Leddy <acoupleofleddys@gmail.com>
Sent: Friday, 5 February 2021 5:35 PM
To: Ballina Shire Council
Subject: [EXTERNAL SENDER] Fwd: 2021 Upcoming Delivery and Operational Plan

CYBER SECURITY WARNING - This message is from an external sender - be cautious, particularly with links embedded within the message and/or attachments.

Sent from my iPhone

Begin forwarded message:

From: Margaret & Chris Leddy
Date: 5 February 2021 at 2:56:12 pm AEDT
To: Ballina Shire Council
Subject: Upcoming Delivery and Operational Plan

Att: General Manager

We have concerns for road safety and road noise affecting our daily lives living opposite The Coast Road at Skennars Head.

I have lived at 40 Killarney Cr for over 18 years and in the last twelve months observed and heard the increase of traffic using the Coast Rd.

I live about 2 kms North of new roundabout at Headlands Dr opposite the first bend coming out of the road cutting.

The Road is sealed but not Bitumen sealed, this results in high tyre noise emitting from vehicles especially worse from large 4wd and trucks coming in and out of the Aurius Estate all day, the road has no curbing so water runs off onto the reserve which runs down hill and impacts my property and properties further down from mine.

At numerous times we have witnessed and heard the screech of Tyers and horn blowing coming from cars who have nearly collided with other cars and pedestrians who have pulled over on a narrow verge to take pictures, whale watching, walking access to the Headland.

My suggestion is for urgent works be considered in the 2021 UDOP ie make the road safe by continuing the cutting North around the bend this will straitened it create a turf wall for less noise impact, stop cars being able to stop and park, install drainage to drain water from road down the road instead of on reserve and Bitumen the surface to further reduce the noise.

We know traffic will not ease until North Creek Rd opens to Lennox Head (2030) all traffic from Lennox Head (Epich) development has to come down to the Coast Rd to get to Ballina. Now Aureus is underway hundreds of cars from their will be using the Coast Rd going North and South.

Progress is great for our town.

Sadly growth has side affects.

Infrastructure and community safety is also important.

Please address this Rd.

Regards

Chris and Margaret Leddy

From: Margaret <mandgstanger@gmail.com>
Sent: Friday, 26 March 2021 5:31 PM
To: Ballina Shire Council <BallinaShireCouncil@ballina.nsw.gov.au>
Subject: [EXTERNAL SENDER] Sealing of Serpentine Car Park. ref 19/99373

CYBER SECURITY WARNING - This message is from an external sender - be cautious, particularly with links embedded within the message and/or attachments.

Dear Councillors

It is now over 3 years since on behalf of the residents of The Serpentine we first contacted you requesting the sealing of the Car Park adjacent to the Serpentine Park in East Ballina.

During those three years the state of the car park has deteriorated even more.

In the wet, it is a squelchy mess and in the dry it is a dust bowl where the dust created by vehicles as they enter or depart from the parking area impacts on those of us who live close by as well as on families having picnics and people fishing on the banks of North Creek.

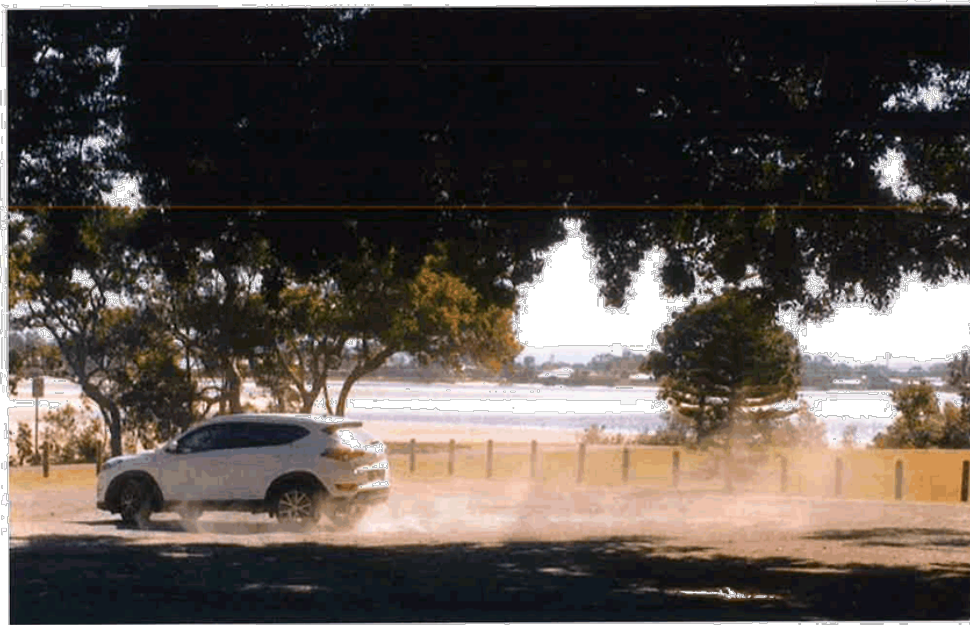
If the car park was sealed then access through the gate to the pump on North Creek could be clearly defined - often vehicles park across this access and should an emergency occur with the pump, access would be impossible.

Young drivers sometimes decide that the car park is the ideal place to do wheelies either in the dust or in the wet and make a mess and cause noise and dust pollution to those who live nearby.

In busy times, cars park along the side of the narrow road making it impossible for cars to travel along this section of The Serpentine without going over double lines.

Yours sincerely
Margaret and Garry Stanger
21 The Serpentine
East Ballina

M:G Stanger



M + G Stanger





C & H Kremser

23/3/2021

Christine & Hans Kremser
37 Alston Ave
Alstonville NSW 2477
chkremser@aapt.net.au
0406 585 860

Ballina Shire Council
Road Safety Committee

re: footpaths along Alston Ave, Alstonville

To whom it may concern

Last year Ballina Council installed footpaths from Robertson Street into Alston Ave up to, but not beyond the Alstonville Swimming Pool.

We wish to make a submission for council to extend footpaths along Alston Avenue beyond the Swimming pool.

We are concerned for the safety of pedestrians using the road, especially children riding their scooters and pushbikes, young parents pushing their prams on the road, and older people like us going for walks.

Our submission is based on the following observations

1. Numerous young families are living in Alston Ave with children of all ages. There are 4 households in our immediate neighbourhood with a total of 11 children alone, all at pre-school and primary school age.
2. Children are using the road to ride their scooters and push bikes on a daily basis
3. Many residents (us included) are using the road to walk to the nearby facilities (shopping centre, swimming pool, fitness centre) or just for leisure
4. There is no curb or gutter on the sides of the road, just grass strips
5. The road is curvy with several blind corners
6. The road is quite busy after school hours (when children are home and playing outside)
7. Drivers are often not observing the 50km/h speed limit
8. Many young families from neighbouring areas drive to visit the playground in the park adjoining our property, adding to the traffic volume, and exposing their children to the dangers of passing traffic as well

We have consulted with a lot of our neighbours to canvass their opinions. We found very strong support with our concerns and believe that a footpath along the whole of Alston Ave (and Mellis Circuit for that matter) will greatly improve the safety of residents, their children and visitors alike.

Please feel free to contact us for further discussion of this submission.

Best Regards

Christine & Hans Kremser

R Roberts

Rayner Lane Bitumen Re-Seal

8/4/2021

Dear Ballina Shire Council,

This submission is from residents and landowners in Rayner Lane, Lennox Head.

Rayner Lane is in a disgraceful condition and needs a complete re-seal. The bitumen surface is full of potholes which together with poor drainage / blocked drains results in large pools of water developing during rain events. Council periodically fills the potholes with bitumen, but this is not a solution as they readily wash out and re-form.

The state of the Lane is unacceptable both from a safety and aesthetic point of view and is a poor reflection on Council and the town. Resolution of the current unsafe conditions in Rayner Lane would be a significant benefit to the wider community and general lifestyle of Lennox Head.

The Lane has a constant flow of traffic and is also the natural pedestrian / cycling thoroughfare between the Village / Ross Park and the path to the boardwalk and Pat Morton Lookout. The current situation is chaotic and unsafe with pedestrians, cyclists, cars, and carers pushing prams and wheelchairs, dodging around each other, potholes, puddles, and parked cars.

Rayner Lane is an integral part of Lennox Head. Council has stated that one of its main intentions for Lennox Head is to improve safety and comfort between people and cars (Lennox Village Vision project). This clearly needs to be addressed in Rayner Lane. Numerous submissions have been made in the past asking Council to address the surface condition and safety down the Lane, but nothing has been resolved.

Recommendations for Council to consider are:

- Complete bitumen re-seal of Rayner Lane
- Speed restrictions in line with Ballina Street and Park Lane
- Further speed humps.

A response from Council on their plans for Rayner Lane would be greatly appreciated as well as the opportunity to meet with a Council Officer to further discuss these issues.

Yours faithfully

Residents and Landowners of Rayner Lane (listed below)

Contact Details in regard to the submission:

Ray Roberts (8A Rayner Lane), Ph: 0429375476, email: rayrobertsgeo@gmail.com

R Roberts

Rayner Lane Residents and Landowners

- Julie and Don Priest – 3 Rayner Lane**
- Margaret Sheely and Jenny O’Leary – 4 Rayner Lane**
- David Hughes – 2/4A Rayner Lane**
- Violet Bakos – 3/4A Rayner Lane**
- Hume L’Estrange – 4/4A Rayner Lane**
- Jill Goodman – 6 Rayner Lane**
- Steve and Jane O’Brien - 7 Rayner Lane**
- Vicki Vasan – 8 Rayner Lane**
- Ray and Christine Roberts – 8A Rayner Lane**
- Corrinne Knappick – representing 9, 9A and 11 Rayner Lane**
- Patricia Bakker – 10A Rayner Lane**
- Dr Peter Johnson – 1/11 Rayner Lane**
- John and Sue Griffiths – 2/11 Rayner Lane**
- Phil and Annie Nowell – 1/12 Rayner Lane**
- Bob and Kim Collins – 12 A Rayner Lane**
- Bruce Parry – 13 Rayner Lane**
- Warwick and Margaret Bennet – 13A Rayner Lane**
- Tracy and Dave Somerville - 15 Rayner Lane**

From: noreply=ballina.nsw.gov.au@mg.paperform.co on behalf of Ballina Shire Council
<noreply@ballina.nsw.gov.au>
Sent: Monday, 24 May 2021 3:17 PM
To: rayrobertsgeo@gmail.com
Subject: [EXTERNAL SENDER] Documents on Exhibition - 2021/22 to 2024/25 Delivery Program

CYBER SECURITY WARNING - This message is from an external sender - be cautious, particularly with links embedded within the message and/or attachments.

Feedback for Documents on Exhibition

Submitted At

2021-05-24 15:17:14

Name of exhibited document you want to make comment on.

2021/22 to 2024/25 Delivery Program

Your Name

Ray Roberts

Phone Number

+61429375476

Your email?

rayrobertsgeo@gmail.com

Having read the document, is it easy to read and understand?

Yes

Do you support the overall objectives and content of the document?

Yes

Please provide further comments if you wish.

As a resident of Rayner Lane I note there is no Capital Expenditure allocated to upgrading Rayner Lane in the four year plan. In a previous submission, on behalf of the residents and owners in Rayner Lane, I have indicated that work on Rayner Lane from a safety and aesthetic point of view cannot wait a further four years. Correspondence with Paul Hickey (General Manager) and Stuart

Hynes (Road Assets Engineer) have indicated that works could be included in the budgetted annual resealing program. Please indicate if this is the case and if it is not then outline what are the future plans for fixing the Rayner Lane pavement surface. Yours faithfully Ray Roberts

I agree to Ballina Shire Council collecting my Name, Email, and Phone Number

I agree

Submission ID

60ab36daf2616d059f737841

9.7 Delivery Program and Operational Plan - Adoption

Subject: 2021/22 DPOP Submission - Pathway from Owen St - Klaus Kerzinger

From: noreply=ballina.nsw.gov.au@mg.paperform.co <noreply=ballina.nsw.gov.au@mg.paperform.co> On Behalf Of Ballina Shire Council

Sent: Thursday, 13 May 2021 3:50 PM

To: [Klaus.kerzinger@outlook.com](mailto:klaus.kerzinger@outlook.com)

Subject: [EXTERNAL SENDER] Documents on Exhibition - 2021/22 to 2024/25 Delivery Program

CYBER SECURITY WARNING - This message is from an external sender - be cautious, particularly with links embedded within the message and/or attachments.

Feedback for Documents on Exhibition

Submitted At

2021-05-13 15:50:15

Name of exhibited document you want to make comment on.

2021/22 to 2024/25 Delivery Program

Your Name

Klaus Kerzinger

Phone Number

0468963802

Your email?

[Klaus.kerzinger@outlook.com](mailto:klaus.kerzinger@outlook.com)

Having read the document, is it easy to read and understand?

Yes

Please provide any suggestions for improvement.

It is requested that council give consideration to reconstructing the shared pathway from Owen Street to the Skate Park at Ballina. The bitumen surface is past its use by date. This section of pathway contains numerous low spots, tree root uplift areas, thin cracked and missing pavement areas. Numerous disabled (NDIS) people with carers, and aged citizens use this pathway each day. It really should be reconstructed given its condition and usage rates.

Please include the above project in the 2021/22 delivery program.

Do you support the overall objectives and content of the document?

Yes

I agree to Ballina Shire Council collecting my Name, Email, and Phone Number

I agree

Submission ID

609cbe17a415cf750620e4b5

9.7 Delivery Program and Operational Plan - Adoption

From: Kerry Turpin <kerryturpin@hotmail.com>
Sent: Wednesday, 19 May 2021 9:20 AM
To: Paul Hickey; Linda Coulter
Cc: Councillor David Wright; Councillor Ben Smith; Councillor Eoin Johnston; Councillor Sharon Parry; Councillor Sharon Cadwallader; Pat Carney; Paola Rickard
Subject: [EXTERNAL SENDER] Draft Delivery Program
Attachments: Cedar St Submission.pdf

CYBER SECURITY WARNING - This message is from an external sender - be cautious, particularly with links embedded within the message and/or attachments.

Good morning Paul,

Once again, a huge thank you for your presentation of the Draft Delivery Program on Wednesday evening 5th May. We value the opportunity to have such a lively interaction with you and specifically to inquire about issues pertinent to Wardell.

We also appreciate the attendance of Council staff - Caroline Close, Craig and Helen Brown, who were on hand to answer questions and remain after the presentation to address some resident issues.

Please find attached a submission from The Wardell Progress Association for the footpath in Cedar Street Wardell to be moved forward in Council's budget to 2021/22.

We were pleased to see that the allocated budget for the upgrade of Fitzroy Park has increased from the initial amount, and we look forward to being able to provide some input when the planning stage begins.

We would like to reiterate some of the issues/requests that were raised on the evening:

- Clean up the road verges and gutters in Richmond Street from the hotel and heading east on both sides of the road. Residents commented that periods of heavy rain, this mud covers the footpaths making them extremely slippery.
- We kindly request that the mowing/ weeding and general clean - up schedule for Wardell be reviewed. The current arrangement is unfortunately not satisfactory. While the crew may be here on a regular basis, it may require more supervision and guidance
- The vegetation along the boardwalk needs replanting. Many of the plants are dead and others are very scraggy. It is such a shame when so much money was spent on the beautiful asset and there is very little attention to the maintenance.
- The boardwalk itself also needs maintenance as some of the boards are loose and are a trip hazard.
- Parking at the end of Sinclair Street is a problem. Cars parked near the wharf, cause traffic to cut the corner as cars turn right into Bridge Drive. Increased tourist traffic in Wardell has seen an increase in caravans taking this route. It is also a bus route. A solution of additional parking at the western end of Sinclair Street in front of St. Patricks Catholic Church has been suggested by the Progress Association and we hope this receives further investigation. Council has attended this site back in 2018/9 but no further feedback has been received. The parking issue in Wardell has become more of an issue with the limited parking spaces - WPA believe that detailed survey and design is now required in Richmond St.

9.7 Delivery Program and Operational Plan - Adoption

The completion of the upgrade and beautification of the CBD's of Ballina and Alstonville and with a huge amount of funds set aside for Lennox Head was noted.

There is no plan/budget of money for the improvement of the area outside the small commercial area of Wardell in Richmond Street.

Perhaps if the footpath is paved/ upgraded, it would entice the owners of the premises to make improvements to their exteriors and tenants could use this area to provide outside dining, advertising etc as well as complying with insurance and Council requirements. We have seen an increase in visitors since the town has been bypassed and it would be beneficial to provide an area outside the shops/cafe for them to sit rather than on the tree root barriers.

We believe the footpath under the hotel is the property of the owner and therefore his responsibility for cleanliness and safety?

We understand that some of these issues have already been brought to Council's attention and may already be in the works, however we do like to keep requests in writing.

One other question not raised at the presentation but relevant to Wardell - has there been any more progress on the erection of the Wardell entry sign on the M1?

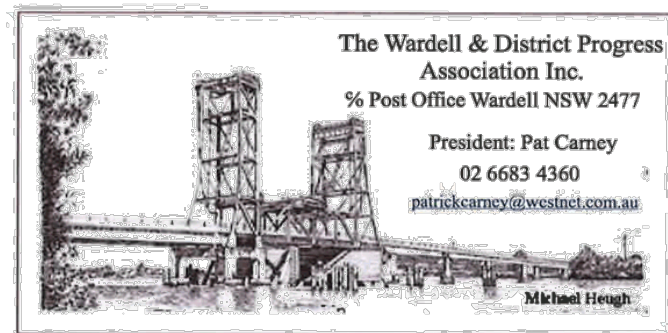
Thank you again,
Warm Regards,
Kerry Turpin

Secretary
Wardell & District Progress Association
mob 0414899247

Wardell Progress Assoc.

The Wardell & District Progress Association Inc.

ABN 123 749 214 10



18th May 2021

**2021-2025 Delivery Program and Operational Plan
Submission for Footpath in Cedar Street Wardell
AND review of Delivery timeframe for all other footpaths in Wardell.**

The planned construction of Cedar Street footpath is budgeted for 2022/23 - \$50,000. We ask that this project be moved into the current year of expenditure 2021/22. This is the second year we have requested this and have listed the reasons below.

Cedar Street is a residential street in Wardell. At present, footpaths have been completed in Bridge Drive, Bath Street and Carlisle Street. The completion of the footpath in Cedar Street would complete the block.

The demographics of Wardell has seen a shift in recent years. As it is a cheaper option rent wise and for house affordability, there has been an increase in the number of young families with children locating in Wardell. Foot traffic in the area has increased along with prams, small children on bikes, scooters etc.

Cedar Street is one of the access roads to Fitzroy Park which is scheduled for an upgrade in 2021/22. The upgrade will make the park more popular than it already is.

Cedar Street itself is very narrow. Many pedestrians actually use the road instead of walking on the grassy areas – some of which are not mowed or are uneven – difficult to navigate a pram with small children.

Two emergency services are located on Cedar St.

- The Wardell Police Station is now operational and manned a couple of days a week. This has led to an increase in Police cars along Cedar St. They park out the front of the Police Station forcing pedestrians to use the road which is a very dangerous corner.
- The Wardell Rural Fire Brigade is located opposite the Police Station and is often the first responder to accidents as well as other incidents. Most exits from the fire station for the engines is a right-hand turn onto Cedar Street.

Wardell Progress Assoc.

There are a number of school buses that travel along Cedar Street. It is not uncommon to see buses pass one another on Cedar St which is essentially a one lane road. Buses need to leave the road to pass one another. The bus stop in bridge Drive is a small interchange and there is a number of school buses in Wardell during the mornings and afternoons travelling to Alstonville and Ballina and Wardell School. Cedar Street is on these bus routes. There is also the small indigenous bus that travels along Cedar Street during the day.

We have experienced an increase in tourist numbers since Wardell has been bypassed. Many travellers, with vans in tow, stop at the Wardell Café for the famous Wardell pies, settle along the river at the picnic table and chairs, and then head under the bridge for a small drive around town. And of course, then it is a pit stop at the new toilets, followed by a drive along Cedar St to view the historic Police Station and residence. Many of the houses in Cedar Street have undergone a transformation and the streetscape is very attractive. Small groups from aged care villages in the Shire now come to Wardell due to its improved amenities – Barbeque area, toilets, picnic tables - these minibuses also use Cedar St.

We welcome the increased visitation but obviously we need to make it safe for everyone and the footpath would assist.

Furthermore, **The Ballina LEP 2012 Amendment 50 – Wardell Attached Dual occupancy** has made provision for most of the blocks along both sides of Cedar St to be zoned for dual occupancy potentially increasing the population density and the need for a footpath.

So, on the basis of increased foot and road traffic, increased tourist numbers, changes in demographics, the location of emergency services, it is imperative that at least the construction of a footpath be completed as soon as possible, and the widening and upgrade of Carlisle Street be investigated.

We request that due to these reasons, the expenditure on the footpath on Old Pacific Highway Newrybar (\$65,000) be replaced with the construction of a new footpath in Cedar Street Wardell (est. \$50,000)

Similarly, we request that Council urgently review the time frame delivery of footpaths for Lindsay Crescent and River Drive East Wardell for the same reasons.

We look forward to your reply,
Warm Regards,
Kerry Turpin
Secretary
Wardell and District Progress Association,

9.7 Delivery Program and Operational Plan - Adoption

From: John Bowell <johnhbowell@yahoo.com.au>
Sent: Monday, 3 May 2021 12:33 PM
To: Ballina Shire Council
Cc: lib_away@yahoo.com.au
Subject: [EXTERNAL SENDER] ROAD BETWEEN STEWART AND GIBBONS STREETS LENNOX HEAD.

CYBER SECURITY WARNING - This message is from an external sender - be cautious, particularly with links embedded within the message and/or attachments.

The General Manager,

Dear Sir,

I refer to previous emails in representation of my daughter Elizabeth and again request advice as to the inclusion of the unsealed section (50 metres) of the above road within DOWNTOWN LENNOX HEAD in Council's Works Program, please.

Yours,

John Bowell OAM.

South Kempsey.

3 May 2021.

From: John Bowell <johnhbowell@yahoo.com.au>
Sent: Tuesday, 25 May 2021 3:18 PM
To: Ballina Shire Council
Cc: lib_away@yahoo.com.au
Subject: [EXTERNAL SENDER] ROAD BETWEEN STEWART AND GIBBONS STREETS.

CYBER SECURITY WARNING - This message is from an external sender - be cautious, particularly with links embedded within the message and/or attachments.

The General Manager,

Dear Sir,

Attention Linda Coulter.

Thank you for the advice concerning the 2021/2022 Delivery Program and Operational Program.

My daughter Elizabeth purchased a Duplex unit fronting the above road some years ago and it was obvious that when the building was erected the road was constructed (SEALED) to, and including the site of the building (Sec 94 contributions?), however leaving approximately 50 metres unsealed.

Given the location of the road within the town, and the surrounding development, the road is reasonably well utilised.

I have written to Council on a number of occasions on behalf of my daughter seeking Council's support for the sealing of this short section of road.

Yours,

John Bowell,

South Kempsey.

25 May 2021.

9.7 Delivery Program and Operational Plan - Adoption

From: Stan Ruch <hugohound@gmail.com>
Sent: Tuesday, 18 May 2021 4:54 PM
To: Ballina Shire Council
Cc: Councillor Sharon Cadwallader; Councillor Keith Williams
Subject: [EXTERNAL SENDER] Ballina Draft delivery program and operation plan - SUBMISSION

CYBER SECURITY WARNING - This message is from an external sender - be cautious, particularly with links embedded within the message and/or attachments.

Dear Sir/Madam

I am writing in connection with the Draft operation plan 2021-2025 which was presented for comment at Lennox Community Centre on 6 May.

It appears that there is no budget allocated to the coast road from the North Creek roundabout to the Skennars Head (Boulders) roundabout. I was advised that the casual carparks would be formalised in the near future, however this now seems to have been omitted as this budget has NO allowance for this and as such, the formalising of the 3 casual carparks will not occur until at least after 2025!

It is only a matter of time when a serious accident will occur and is reported. Council staff say "there are no accidents" on this section of road. In fact there are many incidents but they do not get reported...

The Coast Road from North Creek road roundabout to Skennars head is designated 80 kph zone. North Creek road and Ross lane have both recently had speed limits reduced to 50 and 60 due to excessive noise and safety issues for local residents. Why not reduce the coast road to 70 or 60?

The Coast Road has multiple surfaces and a number of hazards. There are some 300 residents that live adjacent to this road and who have to put up with constant road noise and un-necessary speeding, particularly in the early morning.

In a short stretch of some 4 kilometers, there is one car park (Pat Morton) that has a controlled egress from this 80 kph zone. There are a further 3 casual carparks that are a serious hazard, with no controlled egress. Furthermore there are at least 6 uncontrolled vehicle egresses to properties. There is no verge sufficient to pull over if the need requires. All in all this is a recipe for disaster.

There are a few issues that should be addressed with all haste.

1. Refinish the existing surface from North creek roundabout to Pat Morton with the same asphalt (smooth) surface as that from Pat Morton to Skennars Head (Boulders) roundabout. This will drastically reduce road noise for the 300 residents adjacent to his section of the road and allow for quiet enjoyment
2. Consider some traffic calming before and after the 3 casual car parks. This will naturally slow cars down and would be assisted if ...3.
3. Reduce the speed to 70 or 60kph from North Creek roundabout to Skennars Head (Boulders) or even further to the (Aureus) roundabout.

With the rapid increase in population and the additional vehicle movements it is only a matter of time before speed reduction and traffic calming will be a necessity.

I have both written and spoken to NSW RMS (Neil Shanahan) and Patrick Knight from Ballina Council. Both have said the other party has jurisdiction and as such I have hit a dead end with regards to this. Patrick Knight also informed me that there is no urgency for an formalising of the 3 casual carparks mention above.

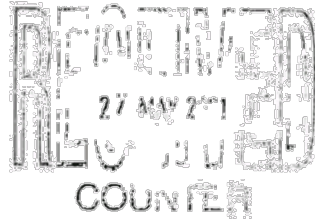
I am in the process of canvassing neighbourhood support for this issue, in the hope that Council will stop closing the door on this issue and listen to the residents

Kind regards

Stan Ruch
0408853920
10 Pinnacle Row
Lennox Head

N. Hoolihan

The General Manager
Ballina Shire Council
40 Cherry Street
BALLINA NSW 2478



Dear Sir

**Re: Intersection of Ainsworth Close and Jameson Avenue, East Ballina
Doc No. 20/40027, 20/67015**

On behalf of all residence, I would like to thank your engineer Paul Busmanis for taking the time to inspect the intersection and to see first hand the problem we are having with it.

As you are aware, the intersection is approximately 40 years old and the approval considered the standard that applied at the time. Sec D1.17 of the Northern Rivers Development Design Manual says intersection should be 90 Degrees and not less than 70 Degrees (the subject intersection is approximately 45 Degrees).

Section 3.1 of the Austroads Guide states that large angles can be a significant issue with older drivers especially those who have difficulty with their head and neck to detect the presence of conflicting vehicles. Many of the residents in Ainsworth Close are aged and all are having extreme difficulty with the intersection with all residents have numerous "near misses".


There is a large amount of residential units located on the North Eastern side of Jameson Avenue with many owning or driving trade or delivery trucks which add to the problem of ingress from Ainsworth Close to Jameson Avenue.

We write this request so that the upgrade will be included in the next Road Reconstruction Program to be included in the June Council Meeting. We understand that submission forms part of Council's Delivery Program and Operational Plan (DPOP).

Mr Chris Pickford of Newton Denny Chapelle has inspected the site and has concluded that the realignment should not be overly expensive.

We trust that Council will include this request in the 2021/2022 allocation of funds.

Yours Faithfully,


Neil Hoolihan
On behalf of all Ainsworth Close residents
Ph: 0412 665 000
7 Ainsworth Close, East Ballina

9.7 Delivery Program and Operational Plan - Adoption

From: Martin Corben <corben.martin@gmail.com>
Sent: Monday, 17 May 2021 10:35 AM
To: Ballina Shire Council; Linda Coulter
Cc: Councillor Jeff Johnson; Councillor Sharon Cadwallader; Councillor Keith Williams
Subject: [EXTERNAL SENDER] Fwd: Response - Ross Lane - Bike Path
Attachments: Response - Ross Lane Bike Path - Martin Corben.pdf

CYBER SECURITY WARNING - This message is from an external sender - be cautious, particularly with links embedded within the message and/or attachments.

Dear Ms Coulter,

I wish to submit proposals to be considered in BSC's Delivery Program and Operational Plan.

Specifically, I think the Council should strongly consider the following four proposals.

1. Please see previous correspondence (see attached) from 2017 regarding the extension of the bike path to Ross Lane and Sanctuary village. While deemed 'low priority' in 2017 and given very little consideration, I believe an extension of the bike path is still justified. Residents and ratepayers in this area of the Shire receive few benefits. Fig Tree Hill Drive has no kerb and guttering, poor drainage and questionable street lighting. Maybe Council could 'throw us a crumb' from the \$80 million in the bank and build a cycle path that would allow Fig Tree Hill, Cooper Close and Sanctuary Village residents safe bike or walking access to Lennox Head village. There are numerous health and road safety benefits to be gained for a rather small amount of effort and expense on Councils behalf.

2. Council should consider the provision of public exercise equipment at a number of locations. Again, if we are to promote our healthy lifestyles for all ages, Council's role could be to assist by providing this equipment for public use. For example, near the Children's swings near the carpark at Lennox Head beach. I am sure other strategic areas could utilised. Even Taree has exercise equipment on the river - and so do many other Council areas. Can we catch up?

3. Will Council build or lobby for a roundabout at the intersection of Byron Street Lennox Head and the Coast Road. It's the only bottle neck left and is quite dangerous. A roundabout was built for Hutley Drive, why not at this busy intersection? I see too many near misses, and with increasing traffic flows accidents are bound to occur. Do you prioritize road safety? If it's the State Government's jurisdiction will you lobby for a roundabout?

4. Ross Lane - are there plans for improvements to the road where it floods? With increased traffic flow directed to the M1 it's more important that this road remains open during periods of heavy rainfall.

I look forward to your response

Martin Corben
Lennox Head

M. Corben

enquiries refer
John Truman
in reply please quote
Trim Ref: 17/54252, 17/64005



3 August 2017

Mr Martin Corben
corben.martin@gmail.com

Dear Mr Corben

Re: Ross Lane – Bike Path

Thank you for feedback in respect of the proposal to construct a new roundabout at the intersection of the Coast Road and Ross Lane. We are pleased to hear your support for this project. Unfortunately, for the reasons set out below, we are not able to incorporate your suggestion of a bike path into the project.

The roundabout project is fully funded by the Federal Government under their Blackspot Safety Program. To be successful, grant applications need to provide an engineering solution that specifically addresses the identified causes for the traffic accident history at a location. The scope of works that has been approved under this grant is limited to the roundabout construction and the required works ancillary to this. This means for a bike project to proceed at this location, the Council will need to fund the costs or achieve grant funding from another government source. We do not have such a funding allocation at this point in time.

Council has recently adopted a Bike Plan for the Shire and we again thank you for your submission which was considered as part of the development of the plan. This document confirms we currently have a planning intent to provide a bike path in Ross Lane, however relative to other projects this proposal has been assessed as a low priority. One of the reasons for this ranking is the proposed path is intended to support the future increase in demand for the facility that will be associated with the planned urban development at the Cumbulam Urban Release Area B. For further information in this regard, a copy of the Bike Plan is available on our website. It is of course possible that a first stage of this project could be to construct a path from the Coast Road intersection to the Fig Tree Hill intersection, however this also has not been assessed as a high priority compared to other projects. Our proposed capital works program, including shared path projects, for the next four years is detailed in our Delivery and Operational Plan. This plan was recently adopted by Council following public consultation and a copy of this plan is also available on our website.

Again, thank you for your feedback on the roundabout project. We share your vision in respect of providing a bike path along Ross Lane, however unfortunately we are not in a position to provide this infrastructure at this point in time. I trust the above information assists to explain our position in response to your suggestion.

Yours faithfully

John Truman
Group Manager
Civil Services

40 cherry street, po box 450, ballina nsw 2478
t 02 6686 4444 • f 02 6686 7035 • e council@ballina.nsw.gov.au • w ballina.nsw.gov.au

9.7 Delivery Program and Operational Plan - Adoption

From: Jen Derricott <jenderricott@gmail.com>
Sent: Wednesday, 26 May 2021 11:43 AM
To: Councillors
Subject: [EXTERNAL SENDER] Extension of bike track in Lennox Head

CYBER SECURITY WARNING - This message is from an external sender - be cautious, particularly with links embedded within the message and/or attachments.

Dear Councillors

I write to thank you for Council's efforts to improve resident and visitor amenity in the centre of Lennox Head. I also congratulate Council on their increasing focus on environmental issues in our area.

I am also writing to request that a bike/walking path be extended to include Sanctuary Village and Fig Tree Hill Drive. A safe way of travelling to the village hub, which does not require a car, would be invaluable for so many reasons!

Environmentally, if residents in these areas could walk, bicycle, or even use a mobility scooter, it would reduce the impact of cars driving the relatively short distance.

It could also reduce demand on the limited public parking available in the village centre.

The health benefits of having a safe walking and cycling track are obvious, while the mental health benefits obtained by reducing isolation for those residents of Sanctuary Village who may no longer have a car, while less obvious, are, nonetheless, invaluable.

For our senior residents to be able to more easily access village facilities could give them a greater sense of purpose, and the ability to participate in community life.

Further, the residents of Fig Tree Hill Drive do not place the usual demands on Council's fiscal resources imposed by kerb and guttering, or drainage, as is the case in most other residential areas of Lennox.

Your consideration of this request when formulating Council's operational plan for the year ahead is appreciated, as is your response to this email.

Many thanks

Jen Derricott

9.7 Delivery Program and Operational Plan - Adoption

From: james raggatt <jamesraggatt@hotmail.com>
Sent: Friday, 28 May 2021 10:50 AM
To: Linda Coulter; Councillor Jeff Johnson; Councillor Sharon Cadwallader; Councillor Keith Williams; Councillor David Wright
Subject: [EXTERNAL SENDER] Lennox Head Bike Lane Extension Support

CYBER SECURITY WARNING - This message is from an external sender - be cautious, particularly with links embedded within the message and/or attachments.

Hello,

I would like to add my voice to support for extending the bike path to Ross Lane and Sanctuary village. The residents and rate payers of this area would benefit greatly from such a project, and so would the main area of Lennox Head itself. It would provide us with a safe way of traveling into town without needing to use a car, thus reducing the amount of traffic in the streets and taking the pressure off the car parking spaces around the shops and the beach especially during peak holiday periods.

I am an avid casual cyclist, and love using my bike to get around this area. However, recently I have had to stop riding from Fig Tree Hill as it is simply too dangerous to ride along Ross Lane and Byron Bay road unprotected.

With respect,
James Raggatt

Feedback for Documents on Exhibition

Submitted At

2021-05-18 14:28:30

Name of exhibited document you want to make comment on.

2021/22 to 2024/25 Delivery Program

Your Name

Amanda Gorvin - Ballina Chamber of Commerce

Phone Number

0411756971

Your email?

info@ballinachamber.com.au

Having read the document, is it easy to read and understand?

No

Please provide any suggestions for improvement.

It is a very complex document which covers many areas.

Do you support the overall objectives and content of the document?

Yes

Please provide further comments if you wish.

Ballina Chamber of Commerce are disappointed that Moon St public toilets in Fawcett Park are not planned works for a complete upgrade. While the exterior of the building is acceptable the interior is dreadful. These would be the most used facilities in Ballina Shire, by residents and visitors. We request upgrading as a matter of urgency!

Do you need to attach something?

[Moon St 1.jpg](#)

[Moon St 2.jpg](#)

[Moon St 3.jpg](#)

[Moon St 4.jpg](#)

I agree to Ballina Shire Council collecting my Name, Email, and Phone Number

I agree

Submission ID

60a3426ed24f9d5b406d20ca

9.7 Delivery Program and Operational Plan - Adoption

From: bullsharkscoach@gmail.com
Sent: Friday, 28 May 2021 8:10 AM
To: Luke Marshall; Cheyne Willebrands; John Truman
Cc: Civil Secretary Mail; 'Secretary'; 'Allan Kirchen'
Subject: [EXTERNAL SENDER] RE: Ballina Council Operational Plan Submission - Ballina Touch for Saunders Oval Clubhouse Upgrade

CYBER SECURITY WARNING - This message is from an external sender - be cautious, particularly with links embedded within the message and/or attachments.

Hi all,

Just for clarity, the request for the Council funding of \$190,000 to be included in this project is not a request to divert those funds from replacing the roof. The request is that replacement of the roof be included in Stage 1 of the project such that the funds can be used as a co-contribution to the overall project and leverage the grant program.

Regards

Scott Turner

Director Junior Touch
Director Coaching
Ballina Bull Sharks

From: bullsharkscoach@gmail.com
Sent: Thursday, 27 May 2021 10:37 PM
To: 'Luke Marshall'; Cheyne Willebrands; 'John Truman'
Cc: 'Civil Secretary Mail'; 'Secretary'; 'Allan Kirchen'
Subject: Ballina Council Operational Plan Submission - Ballina Touch for Saunders Oval Clubhouse Upgrade

Good evening Luke, Cheyne and John,

Ballina Touch wishes to make the following submission in response to the advertised Delivery Program, Operational Plan and budget for 2021/22 and beyond.

The draft plans show an amount of \$190,000 to be spent at Saunders Oval in the 2023/24 financial year. It is understood that this amount represents the cost of replacing the roof on the Ballina Sports Club Clubhouse shared by Ballina Touch and Ballina Soccer.

Ballina Touch is also aware that Ballina Council will be receiving funding under the various rounds of funding offered by the NSW and Australian Governments under the Stronger Country Communities Fund (SCCF) and Local Roads and Community Infrastructure (LRCI) programs in various rounds. It is also understood that there will be further rounds of these programs and possibly other programs into the future as state and federal elections approach in 2022 and 2023.

The completion of the Sport and Recreation Plan last year confirms Ballina Touch's long term future lies at Saunders Oval. Council is well aware of our challenges around storage of equipment and management of our activities at Saunders Oval.

A development consent exists for construction of additional storage space at the southern end of the clubhouse at ground level with a reconfiguration of the upstairs area involving relocation of the existing upstairs toilets to the

9.7 Delivery Program and Operational Plan - Adoption

Ballina Touch

southern end of the building at that level and construction of an accessible toilet and office above the new storage area.

Undertaking this work would solve our existing storage challenges whereby considerable amounts of equipment are stored at members private homes, and meet Council's previously stated position of having any new storage construction attached to or part of the existing building. It would also provide a much needed office space for our Competition Manager, who is now a paid employee of our club.

The project would be stage 1 of a larger project to further extend the clubhouse to the north and complete a full refurbishment of the remainder of the clubhouse. This would be stage 2 of the project and include creation of a covered area at ground level as protection from inclement weather and a covered deck area upstairs as a viewing area for spectators. The canteen and downstairs toilets would also be reconfigured and upgraded as part of this work and upstairs doors, windows, decking and hand rails replaced.

Given this background information Ballina Touch's proposal to Council is as follows:

- The upgrade of the Ballina Sports Club clubhouse becomes an identified project in Council's Delivery Program and Operational Plan.
- Stage 1 of the project is as outlined above and also includes the upgrade of the roof and installation of solar panels and battery storage.
 - The cost of stage 1 of the project is estimated at approximately \$750,000, including project management and fees and charges for construction certificates, certification etc.
- The cost of stage 1 would be funded through the existing \$190,000 already in Council's budget, a grant of \$500,000 as outlined above and a contribution of \$60,000 from Ballina Touch.
 - Ballina Council either lodges an application for, or assists Ballina Touch to lodge an application under either the LRCI or SCCF programs for stage 1 of the project.
- Ballina Council works with Ballina Touch to develop plans for stage 2 of the project as outlined above and progress it to a "shovel ready" status.
- Ballina Council assists Ballina Touch to cost and identify funding sources for stage 2 of the project
 - Council may need to bring forward its contribution depending on the timing of the project should a grant be successful.
 - Ballina Touch may have capacity to contribute additional funds if required.

A project of this nature is considered to be a strong chance of success under either of the above programs. It also has the benefit of leveraging additional funds from an already available \$250,000 from Council and Ballina Touch.

Representatives from our club are keen to meet with the appropriate representatives of Council to further discuss this project and how it can be progressed. We look forward to hearing from you on a suitable time to meet.

I can be contacted by return email or on 0427 003190.

Scott Turner

Director Junior Touch
Director Coaching
Ballina Bull Sharks

Wollongbar Progress Assoc.

WOLLONGBAR PROGRESS ASSOCIATION INC.

PO Box 3012, Wollongbar 2477 email: wpa2477@gmail.com

Mr P. Hickey, General Manger,
Ballina Shire Council,
Ballina. 2478
25th May 2021.

Dear Mr Hickey,

Submission:

Ballina Council 2021/22 - 2024/25 Delivery Program and Operational Plan

Please find below our comments on this Plan.

1.

CSP OUTCOME CC3 - THERE ARE SERVICES AND FACILITIES THAT SUIT OUR NEEDS p.25

CC3.3 includes strategies for increasing older resident participation, and improving health outcomes for residents, through "equitable access to community facilities" (p.26). The table lists libraries and indoor community spaces in Ballina and Lennox Head.

Such community space is no longer available for Plateau residents, since the ALEC was leased out. We believe Council should consider making alternative spaces available for activities conducted through Facilities Management. Wollongbar Hall and alternatives should be considered to meet Direction 15, as those living on the Plateau no longer have access to Council-managed indoor space.

2.

CSP OUTCOME HE3 - OUR BUILT ENVIRONMENT BLENDS WITH THE NATURAL ENVIRONMENT p.33

It is noted the Review of both the Alstonville and Wollongbar Strategic Plans will happen in 2024-25, and we trust both Plateau communities will be actively involved in this process.

3.

Footpaths - Rifle Range Road, Wollongbar. p.46.

The footpath is to be extended from Plateau Drive round-about. The PAMP indicates this extension will not include the section from the round-about

left along Rifle Range Road to Ramses Street, or connect with the current pathway from Avalon Estate. WPA's Submission to the PAMP in 2016 emphasised the need for such pathways.

Our Submission said, in part,

Rifle Range Road is the busiest roadway in Wollongbar, (with 60 km speed limit) yet, many stretches of the road have no safe access or safe separation distance for pedestrians. With the population growth in the WUEA, and more and more people using this road, the situation for pedestrians becomes increasingly dangerous... .. location of Rifle Range Rd running through the centre of Wollongbar, it is also heavily used by pedestrians, including students catching and alighting from school buses, students walking to and from the local primary school, and morning and evening 'exercise' walkers and runners.
(WPA Submission, November 2016).

The section from the Round-about to Ramses Street is particularly dangerous, with uneven ground on both sides of the road, and many vehicles travelling beyond the speed limit as they enter the village - especially very early in the morning, when walkers and runners are looking into the sun.

Five years after our Submission, we urge Council to ensure that the work scheduled for this current year includes safe access along the whole of Rifle Range Road.

4.

Capital Expenditure. p.41.

WUEA Stage 3: \$2.4 million is estimated for development of these residential blocks. With current prices escalating almost as one speaks, the \$ return to Council will be considerably beyond that estimated in earlier budgets. WPA hopes that this will allow extra support for Wollongbar and Plateau community initiatives.

5.

A number of Wollongbar and Plateau related buildings and spaces will receive attention over the life of this Plan. We have asked, via the May C

Ward meeting, if Council staff could attend a WPA meeting to explain how \$ amounts in the Plan will be expended. This request was echoed by the representative of the local business chamber. We thank staff in advance for their time to make this happen outside work hours.

Thankyou for consideration of our Submission.



Ron Birch, President, WPA Inc

9.7 Delivery Program and Operational Plan - Adoption

From: John Bout <jrbout@gmail.com>
Sent: Sunday, 30 May 2021 7:56 PM
To: Councillors
Cc: Paul Hickey; Kelly Brown; Civil Secretary Mail
Subject: [EXTERNAL SENDER] Fw: Budget review 2021 to 2024 lighting funds

CYBER SECURITY WARNING - This message is from an external sender - be cautious, particularly with links embedded within the message and/or attachments.

Councillors.

Are any Councillors motivated to address the criteria for funding for lighting to recognise poor driver vision issues that exacerbate risk of personal injury to vehicle occupants?

The current criteria fails to embrace Council Policy RO2 implemented in March 2016.

These sort of oversights are why it took me over 3 years to get a single light to assist in some way to drivers turning off Tamarind Drive onto Deadman Creek Road.

Initial Councillor support was 0 - 10.

Then after persisting and the support of Cr Meehan and Council Director of Risk Management the next vote was 9 to 1 to fund a formal quote process after years of scaremongering re huge costs.

Finally the vote to instal a solar light was 10 to nil.

The dissenting Councillor of the previous vote for funds to quote became the mover of the motion for a single solar light.

Hopefully such enlightenment of Councillors is not a flash in the pan, and realistic meaningful criteria for funding of lights is a way of the RA process future, not subjective voting.

Please respond if interested in partaking in a motion to review, assess and update as appropriate future light funding criteria in Council policy.

You have all received my email identifying the serious risk of water over the road on none lit roadway along Tamarind Drive so Council has an obligation under duty of care to review current action plans to manage vehicle movement through flooded roadways day and night.

Nothing less than the procedures applied to protect Shire workers when working on roadway verges is required. It is not left to us drivers to drive responsibly we are forced to comply with road traffic controllers stop, go people or 49 kph zoning. Not just a sign saying water on road.

Lets get serious about risk identification, control selection, and implementation.

It is called holistic enterprise risk assessment. Since 2010 NSW Government has requested all Councils to implement HERA.

Surely this means all Councillors apply HERA to ALL their voting decisions.

The era of subjective so called democratic, yet often politically motivated voting are over.

Lets get on the HERA train now, not run along the tracks trying to catch a caboose ride

Regards
John Bout
SRG President

----- Original message -----

From: John Bout

Date: Tue., 18 May 2021, 7:37 pm

To: Meehan Phil , McCarthy Stephen , Willis Nathan

Cc: Ballina Councillors , Brown Kelly , Joy Jim , CRA , Marchment Anne , Raguse John , McRae Ewen ,

Brown Alan , Charlton Cec , Turnbull Paul , Mudge Gina , Gavin Griffiths

Subject: Budget review 2021 to 2024 lighting funds

Phil, Steven and Nathan

Cc All Councillors

Kelly Brown has suggested I get your support re future funds being budgeted for effective Tamarind Drive lights at Deadman Creek road intersection approaches to illuminate the approaches especially with frequent road over water hazards.

I have already emailed all Councillors previously of what I witnessed last wet period. It is totally unsafe, and irresponsible to not address this issue as a resident safety enhancement priority.

Please reflect on the difficulty I had in 2016 to 2019 proving the need for a turning light. The resistance from Councillors was not based on facts nor was Policy RO 2 applied despite its implementation in March 2016.

This light has been welcomed by all 100%.

I am adding Ward B Councilors to my request as this issue affects, more Ward B residents than Ward A

I intend to comment on the current proposed funding up for review "before the deadline date end May.

I will use a risk based approach to lighting needs NOT political, ward nor engineering idealism by Council. Purely safety as it should be surely.

I request Ward A and B Councillors get united this time for a common improvement goal and initiate a motion to change the current poorly risk assessed criteria for funding for lights.

It should be risk prioritised NOT politically or technically satisfying agendas.

I propose this a draft of a similar motion finalised by consensus for future criteria to guide allocation of lighting funds.

Prof Jim Joy will post election be training all Councillors in RA technique. This is a warm up.
Please see the logic and merit. It can save lives.

1. Optimisation of driver vision to enhance safety in residential use roadways exceeding...
TBC....vehicle movements per day as measured by roadway traffic counters.

2. Optimisation of driver vision to see pedestrians in residential areas exceeding etc etc as in 1.

3. Provision of lighting in residential areas in general for pedestrian safety.

3. Improvement of vision for pedestrians walking at night in industrial areas.

4. Upgrading to current recognised standards all areas.

Note. Any funding approval must have a AS31000 compliant risk assessment ranking justifying its priority regardless of Ward resident pressure.

Please confirm your support and availability to meet with me within 7 days so my submission is in before end May deadline.

Regards

John Bout

SRG Chairman

From: John Bout <jrbout@gmail.com>
Sent: Monday, 31 May 2021 12:06 PM
To: Brown Alan; Charlton Cec; Davidson Glenys & Greg; Dunn Tony; Makin Troy and Ruby; Paul Turnbull; Raguse John; Marchment Anne; CRA
Cc: Councillors; CRA
Subject: [EXTERNAL SENDER] Fwd: [EXTERNAL SENDER] Fw: Budget review 2021 to 2024 lighting funds

CYBER SECURITY WARNING - This message is from an external sender - be cautious, particularly with links embedded within the message and/or attachments.

FYI. SRG and CRA members

If you have items to discuss with Councillors re safety in your area this is the time to do it. Remember it took over 3 years to get one solar light. This time the goal is full lighting to Australian standards on both approaches to Deadman Creek Road from Tamarind Drive.

Why?

Recently in rainy weather at night I witnessed a west bound car in front of me on a Tamarind Drive ignore or not see the single "water over road" sign near Flathead Lane, and drive into a west bound only half flooded roadway at Deadman Creek intersection.

The spray of water resulting hit a car level with the Deadman Creek intersection travelling east totally unexpectedly.

I was well back and slowing into the turning lane but immediately swung away into the west lane again in case the oncoming car swerved onto my side in shock.

Had this been a motorbike the driver would have been possibly washed off the motorbike or at least lost control.

Soft barriers such as signage DO NOT GUARANTEE SAFETY.

What do you come across on the roads when a Council worker or Main Roads employee is at risk while working on a verge as an example. Several speed reduction signs and a traffic control officer as a lookout sometimes with a stop go sign. It is not left to CHANCE.

The single sign is no excuse for proper engineering controls.

1. The entire roadway level is too low, Council keeps asking Government for funds and all they get is lip service. Same at the motorway roundabout and requested south bound access ramp.

Does our elected MP make any effective noise?

No, it will take a fatality to get action just as the Alstoneville merging lane fatality did a few years back.

We can make a difference by becoming a swinging seat....then we get funds both ways.

Back to the issue of road safety in Ward A and B.

It is very important to recognise the number of vehicle movements on this road and to and from Ballina Heights.

This area is rapidly increasing in residences with many many young families on board vehicles. Also there is a Dance Studio, fully approved by Council, that has many mothers and children using this intersection daily.

Yet Councillor Eoin Johnstone scoffs at our need for lights in our area, having told Anne Marchment he failed to see why she needed a light during the solar light debate we won, or now water over road management because his constituents in HIS Ward have all these issues also.

Two wrongs do not make a right Councillor Johnstone.

Nor does "NORMALISED BEHAVIOUR"

Do you know what this means?

It means we accept bad scenarios and adjust our behaviour rather than change the root cause.

Simply stated it is this uninformed unconsciously unintelligent attitude that leads to poor voting logic.

The goal is to become "consciously intelligent".

Prof Jim Joy will be educating all Councillors in situ post election.

I can't wait.

Regards

John Bout

Mobile : 0439985200

9.7 Delivery Program and Operational Plan - Adoption

From: Stephen McIlhatton <smcillhatton@gmail.com>
Sent: Sunday, 30 May 2021 8:49 AM
To: Caroline Klose
Subject: [EXTERNAL SENDER] Re: Response to feedback - Delivery Program and Operational Plan

CYBER SECURITY WARNING - This message is from an external sender - be cautious, particularly with links embedded within the message and/or attachments.

Thank you Caroline for the explanatory notes which clarify much. I did not realise that such documents have certain conditions (inclusions) imposed on their publication. The inclusions mandated seem readily available on the Council website or in Council meeting agenda/notes etc. anyway - the search facility finds most. I suppose some Councils would not produce such material unless they were forced.

Adding my thoughts on the Nth. Creek Bridge as a submission would be helpful. So please do so. I did see the section you referred to in Capex but knew such a small allocation wasn't going to build a bridge.

As my neighbour says - they (Council) promised us that bridge 25 years ago and still no progress - so there is some feeling in our area regarding no firm plans.

Appreciate your timely and professional reply.
Regards Stephen

On Fri, May 28, 2021 at 5:16 PM Caroline Klose <Caroline.Klose@ballina.nsw.gov.au> wrote:

Hi Stephen

Thank you for your detailed feedback on the Delivery Program and Operational Plan. I acknowledge it is not an easy read.

There are elements included in the document that are required by sections of the Local Government Act and we unfortunately must include these. There are also Guidelines prepared by the Office of Local Government NSW that we need to adhere to.

I've detailed responses to each of your points and they are as follows.

** If you want people to read the document and relate to it, the size must be reduced. 77 pages is daunting from the get go.*

S. McIlhatton

So as examples :

- no need for pages 6,7,11,12, 18-19. Pages 16-17 should be an appendix (or link provided?), Page 21 is a repeat of page 14

Yes, acknowledged. The team try and use design elements to assist 'break up' the document so that readers can go to the section they wish to read. I've had a quick look through the page numbers you've referenced and some of these items are required by the NSW Government. The listing of the Councillors, the wards they represent, and the senior executive team are important parts of the document so that the community know who to contact, and who their representatives are.

**Pages 22-39. What does an "x" mean- no legend at top of section- what does it mean exactly: e.g., 'completed, not attempted, in progress...???*

Give some consideration to collapsing the "Operational Plan Activities" e.g. He2. 1d and 1e? He3. 2b,2c,2d?

This document is a four year delivery program, and the four years are included as a header in the table. An 'x' means that the activity will continue in that year of the plan. If there are four 'x' in each year of the plan, then the activity will continue from 2021/22 to 2024/25. We also take your feedback on in relation to collapsing the activities, however each of them measure something unique. For example, HE2.1d and HE2.1e measure recycled water reticulation compliance, however HE2.1d measures **microbial** compliance, and the HE2.1e measures **chemical and physical** compliance.

**For Direction Four, "Engaged Leadership", is not the right header. "Leadership" is hopefully different from performing your allocated(administrative) duties? So, the title needs a rethink.*

Noted. The Directions relate to the quadruple bottom line being social, environment, economic and governance. With 'engaged leadership' representing governance.

**I am not sure about whether the detail in Pages 40-51 needs to be included here- an appendix (link?) Why is Page 59 there? -it will date the document in years to come.*

Pages 40 to 51 relate to the planned capital expenditure from 2021/22 to 2024/25. This is a requirement by the NSW Government to be included in the Delivery Program and Operation Plan and it is also one that our community highly regard and check to see if capital works are scheduled in their locality. I'll will give some thought to include the capex pages as an appendix. Page 59 relates to the operating result and is a

S. McIlhottan

requirement by the NSW Government. The entire document is a four year plan, however we are required to prepare and update it each year. So the document never remains static.

** I see little purpose in the rest of the document other than page 61. Again, I suggest a link with the info. updated annually, otherwise the document will be out of date shortly after it is released.*

I'm pleased you find the distribution and breakdown of the general purpose rate income on page 61 helpful. We reproduce this in our community newsletter also. As described in the above response, the document is prepared annually, as required by the NSW Government.

I am disappointed not to see any plan for a bridge over Nth Creek into the Industrial Estate from Nth. Creek Road (replacing the collapsed structure in 1970?).

You will note on page 45 in the capital expenditure section, under the heading e) Section 7.11 Roads Plan, the North Creek road and Bridge project will receive funding over the four year period (2021/22 to 2024/25) for preliminary investigations. As with all major infrastructure projects, this will require significant investigations and approvals prior to being 'shovel ready'.

I am also disappointed not to see plans for upgraded facilities at Sharpes Beach, Skennars Head in general. Skennars Head population will increase by at least 70% in four years time (Aureus). The burgeoning housing developments immediately behind Lennox Head (e.g., West of Nth Creek Road) are predicted to have 11000 residents in time by local real estate agents (Hookers). I see little in the way of forethought as this area expands. Imagine if the rest of the land near and around Aureus is sold by the children of Dr Stewart (sp?) shortly. Further development in and around Skennars Head will not be stopped eventually

I believe this information should be included as a submission to the Delivery Program and Operational Plan. If you approve, I would be happy to include this as a submission so that it can be formally responded to. Please note that submissions closed today, however we would be happy to accept this next week if you choose. Please let me know which way to wish to proceed.

Please let me know if you need any further information.

Regards

9.7 Delivery Program and Operational Plan - Adoption

From: Stephen McIlhatton <smcillhatton@gmail.com>
Sent: Wednesday, 2 June 2021 7:38 AM
To: Caroline Klose
Subject: [EXTERNAL SENDER] Addition to Submission

CYBER SECURITY WARNING - This message is from an external sender - be cautious, particularly with links embedded within the message and/or attachments.

Hi Caroline, I wrote on Sunday and amongst other things, I confirmed your offer to place a submission on my behalf regarding the DPOP.

Can you make an alteration to that please?

I think I said that Skennars Head was going to increase in population by 70% over the next 4 years. Can that be altered to 120% please-just saw the Gemlife approval for 147 residences.

All that traffic(Aureus and Gemlife) converging on the Coast Road will need a plan. A bridge over Nth Creek perhaps?

Regards Stephen

Stephen McIlhatton

Email : smcillhatton@gmail.com

Mobile : 0434146508

Name Withheld

From: noreply=ballina.nsw.gov.au@mg.paperform.co on behalf of Ballina Shire Council
To: [REDACTED]
Subject: [EXTERNAL SENDER] Documents on Exhibition - 2021/22 to 2024/25 Delivery Program
Date: Wednesday, 28 April 2021 5:42:24 PM

CYBER SECURITY WARNING - This message is from an external sender - be cautious, particularly with links embedded within the message and/or attachments.

Feedback for Documents on Exhibition

Submitted At

2021-04-28 17:42:12

Name of exhibited document you want to make comment on

2021/22 to 2024/25 Delivery Program

Your Name

[REDACTED]

Phone Number

[REDACTED]

Your email?

[REDACTED]

Having read the document, is it easy to read and understand?

Yes

Please provide any suggestions for improvement.

Should the projects under the S7.11 plan that I have provided below (and highlighted in the attachment) be removed:

- Bangalow Rd / Hogan St - LILO (100%)
- Angels Bch Dve/Sheath St - LILO (100%)
- Angels Bch Dve/Sheath St - LILO (Land)
- Bangalow Rd - Lane East R'bout (100%)

As these items are effectively all being implemented as a single project this coming financial year under the following item:

- Bang Rd/Angels Bch Dve R'bout (100%)

It is unclear if they this is not supported how these projects propose to provide any additional value to what works are already proposed under this consolidated project.

In addition, the programming proposes the extension of North Creek Road (which I imagine is unlikely to be at the stage of being progressed / financed in by 2026) is proposed before the duplication of Tamarind Drive. Should this section of North Creek Road be opened before the duplication it is likely you will be looking at a lot more traffic wanting to use Tamarind Drive while it is being duplicated (at a reduced capacity). This does not seem like logical sequencing as to be able to accommodate the additional traffic from extension of North Creek Road I would expect that Tamarind Drive will need to be already duplicated. Please note I am aware and have reviewed the modelling (what is publicly available) undertaken to support the construction of Barlows Road and do not think it is likely that this section of road will take the majority of the North Creek Road traffic given the distance from the area it is (and I note that this was not modelled as its own

Name Withheld

scenario atleast publicly).

Is the banning of the RT into Southern Cross Drive from Tamarind Drive still warranted? Given the significant amount of traffic expected to be using the North Creek Road / Tamarind Drive roundabout in the future and the existing issue caused by the RTing vehicles in the AM peak from Tamarind Drive into North Creek Road causing congestion coming into Ballina, the removal of an alternative to this movement will likely cause additional delays and issues at this intersection. The provision of this right turn currently, although may be restricted by the relatively constant stream of traffic from the forementioned roundabout provides a relief valve for the roundabout and its removal will likely result in a worsening of traffic flow in this area. Realistically, instead this movement should be investigated to be formalised as a part of the upgrade of this section of road either through signals or other control measures as having all traffic access North Creek Road / the industrial area from the single roundabout is not going to work and it is likely going to save BSC money in the longer term by retaining it / upgrading it instead of removing it and then needing to reinstate it.

Do you support the overall objectives and content of the document?

Yes

Please provide further comments if you wish.

I do note that these comments will most likely relate to the next iteration of the Contributions Plan however think it is worth removing the items I have flagged from the long term plan as I do not think they will eventuate (atleast in their current form).

If you wish your feedback to remain confidential please provide reasons for this.

I am employed by another Council as a Traffic Engineer and do not wish for my submission to reflect upon by employer as I am making this submission in my own time / under personal views.

Do you need to attach something?

- [Screenshot 2021-04-28 172542.jpg](#)

I agree to Ballina Shire Council collecting my Name, Email, and Phone Number

I agree

Submission ID

608911d4aba9353ff11e2105

Ballina Environmental Society Submission in Response to Draft Operational Plan and Delivery Program 2020-24

1. **Introduction** The Draft Operational Plan and Delivery Programme provides direction for Council activities for the period 2020 – 24. It derives its structure and order from 4 main directions. These comprise: Connected Community, Prosperous Economy, Healthy Environment, Engaged Leadership. While these 4 Directions offer categorisation and structural order, nevertheless delivering effective Environmental balance is substantially over-arching and all- embracing so that this divisive treatment prevents a necessary overall narrative of integrated environmental initiatives.

After all, how do you separate a prosperous economy from the environmental imperatives in our contemporary world? Surely they are synonymous. A healthy environment delivers a prosperous economy. And surely a connected community requires a healthy environment to facilitate harmony and 'well-being'. Finally, surely engaged leadership should, in our 'climate vulnerable' area, be fully integrated to the imperative of de-risking our community from the deleterious effects of environmental debilitation.

- While the current Draft Operational Plan and Delivery Programme does offer a number of initiatives which support environmental improvement, BES regards these as scattered, insufficient and lacking in integration. In short there is no overall plan to sustain our community through an environment under serious threat. Further it appears that a lack of urgency exists in adopting a progressive and integrated approach to the community threat in response to an environment confronting severe dilatory effects from imminent climate change. This is a disappointing outcome.

2. **Specific Commentary and Substantiation**

In this commentary BES will attempt to clarify its position in relation to its proposition that Ballina Council in its 2020-24 program is offering insufficient integrated action to the advancing environmental imbalance while concurrently supporting those strategies which do enhance the environmental outcomes for the community.

2.1 Connected Community

- CC1.1 Surely protective environmental action is strongly supportive of community safety and well-being. This is neglected. Where are the elements integral to climate safety, inundation control, flood plain mitigation, greening the environment in this? This opportunity is neglected

- CC1.2 In ensuring relevant public health and safety standards are met a core requisite is initiatives relating to temperature increases, hotter climates, reduced rainfall and built environment inundation et al. This is again neglected.

2.2 Prosperous Economy BES contends that a prosperous economy requires a healthy environment. It is notable that little attention is given to environmental considerations in this Key Direction

- PE1.1 acknowledges the need to promote our area as an attractive place to visit and focuses on the beauty of our natural environment and yet there is no mention of ecological or environmental improvement strategies to sustain or enhance this status. This is an extra-ordinary omission.
- PE2.1 establishes the need to provide an efficient and cost effective regulatory environment for doing business, but ignores carbon discharge standards, the need to soften the industrial environment and water management

2.3 Healthy Environment BES supports the actions related to HE1.1 Reduce Risks from natural Disasters, HE1.2 Improve Waterway health, HE1.3 Beautify Streetscapes and HE2.1 Implement total water cycle management. However.....

- HE.3.1 Balancing the built with the natural environment neglects greening the urban areas, softening the built environment through progressive LEPS and advocating verge gardens, vertical gardens on walls and extensive urban tree planting
- HE.3.2 Purports to minimise negative impacts on the natural environment but puts in place no actions to maintain or enhance our environmental purity. Pollution management on our beaches and natural areas is not addressed, greater efforts to greening and preventing erosion are absent and education programs encouraging minimising pollution are not addressed

2.4 Engaged Leadership BES contends that engaged leadership is at the centre of a vibrant and successful environmental approach. However it is

disappointing that Environmental issues like Climate Change, Carbon Emission reduction and targets relating to improving our environment are not key considerations in Engaged leadership

3. **Conclusion** BES recognises that Council has included a number of environmental considerations in the 2020-24 Draft Delivery and Operational Plan and a number of useful environmental initiatives are espoused. Nevertheless BES contends that at this crucial period of change and climate vulnerability, that the environment should be at the centre of our attention and should not occupy the periphery. If we are to thrive and develop successfully, surely achieving an improved environmental balance is crucial and the essence of Engaged Leadership. After all a deteriorating environmental imbalance will negatively impact a prosperous economy and a connected community.

Surely we owe a substantially increased attention to this Environmental balance, which most certainly is the one great contingency which could create the largest negative influence on our geographic area and our growing community and thus prevent achieving the objectives so confidently established in the Delivery program. We claim a Climate Disaster. Where are the activities to counter this exigency

Graham Shaw
For and on behalf of the Ballina Environment Society



artsnorthernrivers.com.au | info@artsnorthernrivers.com.au | 02 6621 4433 | 11 Rural Street Lismore NSW 2480 | PO Box 1127 Lismore NSW 2480

Paul Hickey
General Manager
Ballina Shire Council PO Box 450
Ballina NSW 2478

4 May 2021

Dear Paul

I am making contact regarding recent advice that Council resolved at its ordinary meeting held on Thursday 22 April 2021 to withdraw from the Regional Arts Network effective from 30 June 2021.

At our Board meeting held on Friday 30 April, I was instructed to contact you to express our disappointment at this decision and to outline to Ballina Shire Council and Councillors the impact this decision will have on the arts and creative industries services we deliver in the Ballina Shire.

The formation of Arts Northern Rivers was supported by all local governments of the region through the development of a Memorandum of Understanding. The understanding is based on continued financial support from each council of the region and recognises the important role we play in supporting arts and cultural development in the Northern Rivers. The MOU also acknowledges that the support of each Council is based on ongoing financial support from the State Government's arts funding agency Create NSW, which we have maintained and strengthened over the years. The Board has asked me to note Ballina Shire Council's strong support for the establishment of Arts Northern Rivers in 2003 and the enthusiastic leadership shown by former Ballina Shire Mayor Cr Phil Silver who served as our Chair for many years. In fact, it was Cr Silver's passion and Arts Northern Rivers efforts that resulted in the establishment of the Northern Rivers Community Gallery in Ballina, hence the gallery's name.

As a contributing Council to Arts Northern Rivers the community has enjoyed considerable support for arts and cultural development in the Ballina Shire. A fundamental service for all councils contributing to Regional Arts Development Organisations is the amplification of funding we generate for the regions we service. During my nine-year tenure as Executive Director for Arts Northern Rivers we have generated over \$1.8 million in core funding (exclusive of Council contributions) and over \$1.5 million in project funding.

I mention these amounts as examples of how our work amplifies Council contributions through additional funding opportunities for the region, which is then invested back into the local government areas that we support. It is also worth mentioning that core funding we received from Create NSW is specifically allocated for Regional Arts Development Organisations and cannot be directly allocated to Councils or other organisations.

As the peak arts organisation for the region, we can respond quickly and effectively to support artists and arts organisations across the region. This has been clearly demonstrated by our response to the COVID-19 crisis. In a letter I recently sent to you I outlined our success in securing \$130,000 to support creative projects across our region. For the Ballina Shire we allocated \$23,000 to creative programs that focused on employing and supporting local artists and creatives. This included \$10,000 in support for the Northern Rivers Community Gallery to deliver a customised mentorship program - providing a tool kit for artists to establish and manage the development, administration, promotion, and delivery of professional workshops operating out of the Ignite Studios. We also provided \$5,000 in support for Cas Wales' Ballinalé initiative to develop a new multi arts event for the Ballina Shire. And in addition, we have allocated \$8,000 to support local creative industries through our Northern Rivers Creative online directory initiative. This support has only been possible because of Ballina Shire Council's contribution to Arts Northern Rivers – a withdrawal of this support will have significant knock-on effects to the future services and support we have provided to date.

There are several large projects we are in the process of developing for the Ballina Shire in the new financial year and withdrawal from Arts Northern Rivers will impact on our ability to deliver these. We were to start discussions with Aunty Nita at Bunjum regarding the Art on Bundjalung Market and Cultural program - with a project budget of \$30,000, it was to be a significant investment and opportunity for First Nation artists in Ballina. We are also in the process of extending our 'Up Next' music project for early career and emerging musicians - this has been in response to the impact of COVID restrictions on the live music sector and we have started discussions with several Ballina hotels to roll this out in the new financial year - our funding investment in this project is circa \$10,000. Ballina Shire Council's decision to withdraw from Arts Northern Rivers will unfortunately see these projects cancelled.

Another important resource we deliver is the Country Arts Support Program (CASP) – this is a \$20,000 devolved funding program that we manage on behalf of Create NSW and is designed to support community focused arts projects delivered by artists in the region. Under the terms of CASP we would be unable to include artists or arts organisations from non-contributing LGAs in this program. Instead, these artists and groups would be required to compete for a smaller pool of funds managed directly by Create NSW. I note that Ballina Shire artists and organisations have often been recipients of CASP funding, including the Northern Rivers Community Gallery.

Ballina Shire Council has been an important and welcomed contributor to Arts Northern Rivers since our inception in 2003. Council's ongoing support is seen as an endorsement of the work we do to ensure wide participation and access to arts and cultural activity: The regional arts network in NSW is unique to Australia and its strength is drawn from the active participation and the contributions made by the local governments it supports.



artsnorthernrivers.com.au | info@artsnorthernrivers.com.au | 02 6621 4433 | 11 Rural Street Lismore NSW 2480 | PO Box 1127 Lismore NSW 2480

Arts Northern Rivers plays an important role in the cultural landscape of the region and in many instances fills gaps that Councils are unable to fill or service. Withdrawal of support would see these gaps widen and place extra pressure on Council staff and resources - sourcing project funding, delivering skills and professional development opportunities, fielding calls from the arts sector to offer advice and referral and ongoing advocacy to government funding bodies – to name a few.

While we understand and appreciate the need for budget reviews, I hope the outline of activity above indicates the value of the services we offer the Ballina Shire. We are deeply concerned that the withdrawal of our services and project activity in the Ballina Shire will have an immediate and detrimental impact on the arts and creative industries that are only just starting their recovery process after the devastating impacts of the COVID-19 pandemic.

Thank you for your time, Paul. Our Chair Cr. Elly Bird (Lismore) and I would be more than happy to meet with you to discuss this further and to explore options to ensure Ballina Shire Council remains part of Arts Northern Rivers and continues to enjoy the many services and projects we deliver.

Yours sincerely,

Peter Wood
Executive Director

CC: Cr David Wright / Cr Phillip Meehan / Cr Nathan Willis / Cr Stephen McCarthy / Cr Sharon Cadwallader / Cr Jeff Johnson / Cr Keith Williams / Cr Eoin Johnston / Cr Ben Smith / Cr Sharon Parry / Ms. Lee Mathers / Mr. Matthew Wood / Ms. Kelly Brown / Ms. Sandra Bailey

9.7 Delivery Program and Operational Plan - Adoption

From: caro@ballinala.com.au
Sent: Tuesday, 18 May 2021 11:12 AM
To: Paul Hickey
Subject: [EXTERNAL SENDER] The impact of loosing Arts Northern Rivers Support on Art initiatives and arts workers in Ballina.
Attachments: Ballinaletoprint.pdf; ATT00001.htm

CYBER SECURITY WARNING - This message is from an external sender - be cautious, particularly with links embedded within the message and/or attachments.

Dear Paul,

I have come to the understanding Ballina Council is looking to withdraw their support of Arts Northern Rivers in the next financial year.

I'd like to write to you today so you know that this impact will be a massive detriment for our town and it's arts workers from my perspective as an arts worker living in the Ballina Shire.

October 2021 was to see the first Ballinalé River Festival, a contemporary art festival to be held every year. The nature of this festival is to bring organisations like Arts Northern Rivers to Ballina in partnership and supporting roles. Arts Northern Rivers has had an on going relationship with me and Ballinalé since 2013. Winning their Big Idea initiative in 2018, amongst many other support roles they have taken on. Their door has always been open to me, and their support has never wavered.

For this 2021 production of Ballinalé, I need Arts Northern Rivers support to create connections through their indigenous liaison officer; I need to utilise their creative connections website to forge connections with local artist in our region; and to create a festival that entices Arts Northern Rivers to be involved with what's going on in the Ballina Shire, creating new future partnerships with them.

I feel that Ballina was just about to offer a major festival, that ANR could really align themselves with, given the opportunity, and this has all been swept out from under us. There was no community consultation on the matter, and I strongly disagree with the move.

After speaking with Peter, he is extremely sorry, but if Ballina council pulls out of ANR support then he can't support me or Ballinalé. The timing of this is atrocious.

In learning that the \$20 000 will now go to a part time worker at the community gallery, which I understand does need support, but why should the arts workers in the Ballina Shire be the ones to pay for this commitment? It seems to me to be a very isolating decision, and not a big visionary one. Where am I going to get the support from if Arts Northern Rivers is not there for me and Ballinalé?

I understand Tweed Council pulled their support of Arts Northern Rivers years ago, but they have a regional gallery there, Ballina doesn't have the same infrastructure as Tweed, and should not be used as an example.

I'm extremely troubled by this information,

And I hope this letter finds you, so you can pass on my deepest concerns onto our councillors as well. Please don't do this.. I feel extremely isolated at the prospect of this decision.

I have attached the Ballinalé pitch document for your information.

9.7 Delivery Program and Operational Plan - Adoption

From: Brad Pollard <brad@fatdigital.com.au>
Sent: Tuesday, 6 April 2021 4:58 PM
To: Paul Hickey
Subject: [EXTERNAL SENDER] 2021/22 - 2024/25 Delivery & Operational Plan
Attachments: Total Roads Funding by Ballina Shire Area.pdf; Total Funding by Ballina Shire Area.pdf; Category Expenditure.pdf

CYBER SECURITY WARNING - This message is from an external sender - be cautious, particularly with links embedded within the message and/or attachments.

Hi Paul.

Hope you're well.

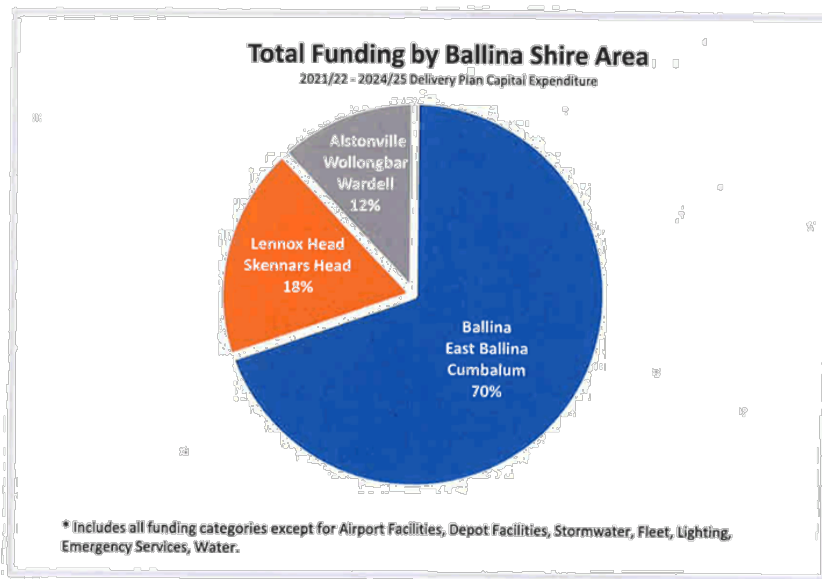
Thanks, as always, to you and the team in preparing a comprehensive 2021/22 - 2024/25 Delivery & Operational Plan.

My observations are as follows. Lengthy email sorry. If you have time it would be great to hear back from you.

Capital Expenditure Proportionality

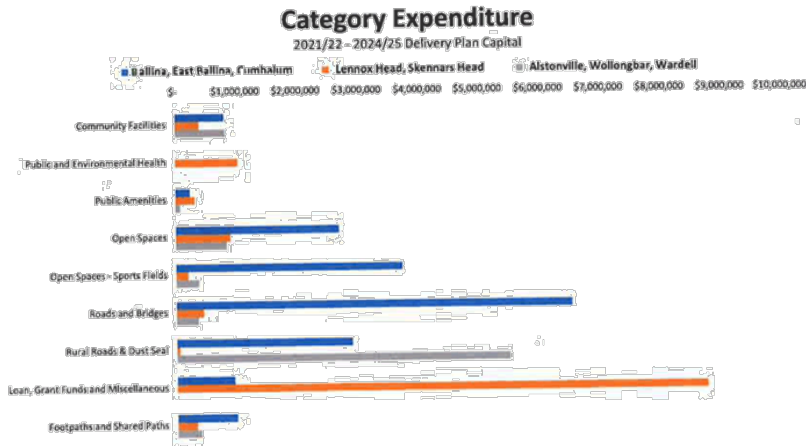
As the residential population in the Lennox/Skennars area expands at a rate greater than other areas in the Shire, expectations are rising that infrastructure spend within Lennox/Skennars should rise with it.

Proposed total capital expenditure for Lennox over the next 4 years is 18% vs Ballina's 70%. Alstonville 12%. See 'Total Funding by Ballina Shire Area' PDF attached.



9.7 Delivery Program and Operational Plan - Adoption

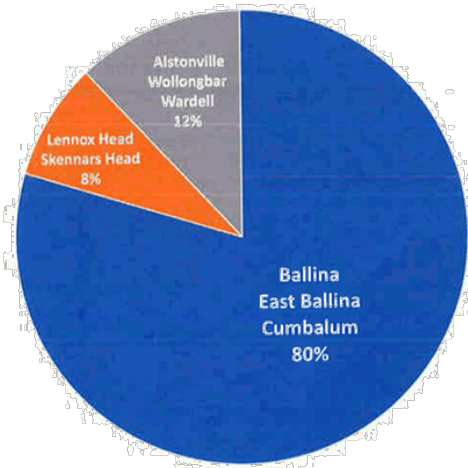
Similar spending ratios extend to Open Spaces, Sports Fields, Roads & Bridges, Footpaths & Shared Paths. See 'Category Expenditure' PDF attached.



Roads Spending

Combining Roads and Bridges, Rural Roads & Safer Roads projects. 80% of funding going into Ballina. 8% Lennox, 12% Alstonville.

Total Roads Funding by Ballina Shire Area
2021/22 - 2024/25 Delivery Plan Capital Expenditure



* Includes funding categories Roads and Bridges, Rural Roads & Safer Roads projects. Excludes Airport related road projects.

LVV Funding

Tens of millions of dollars going into the Ballina Road Network. LVV is not fully funded. Is Council confident of receiving the shortfall via Grant funding soon?

Lennox Chamber would like to see LVV fully funded in the 2021/22 - 2024/25 Delivery Plan.

Town Entry Treatment - Ballina St Retaining Wall

I raised this at Bward last year and Sharon picked it up and asked me to do a deputation. Not one to miss an opportunity I did that.

Can't take Gibbon St out. 3 urban road projects in Lennox. 29 in Ballina. Is there a road project in Ballina that can wait? Just 8% of road funding going into Lennox over the next 4 years.

Hill St (Ballina) uses a nicer looking 'Crib' retaining wall solution that ages nicely and does not attract graffiti. Temporary concrete barriers 'do the job' but given their location shouldn't be considered long term.

I ask that this town entry treatment be included in the 4 year Delivery Plan (replacing a lower priority Ballina Road project) or a report sort that considers the options.

Greenfield Place / Sunrise / Banksia Shared Path

In the Ordinary Meeting Thursday 25th June 2020, Council supported this shared path project. It does not appear in the delivery program at all.

New residential subdivisions being approved (Crest / Rise)... shared path connections to Greenfield Road Underpass would encourage school children to walk/ride their bikes safely to school and encourage more residents to walk/cycle around town rather than drive their car.

Lennox Strategic Plan

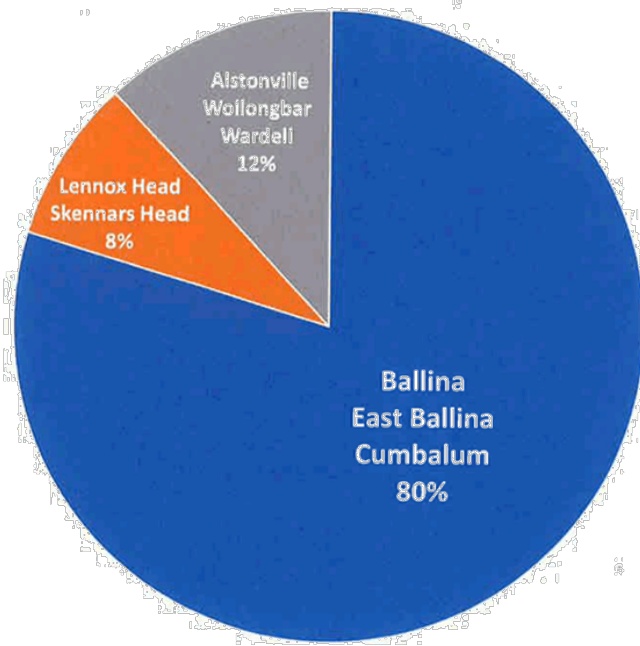
This is a really important plan to get right. I ask that your best resources be available for this and that a good budget is set aside for managing the community consultation side of things. Facilitation of community discussion by key stakeholders will lead to productive outcomes.

Can we put a workshop group together including an independent facilitator like that recently done for LVV?

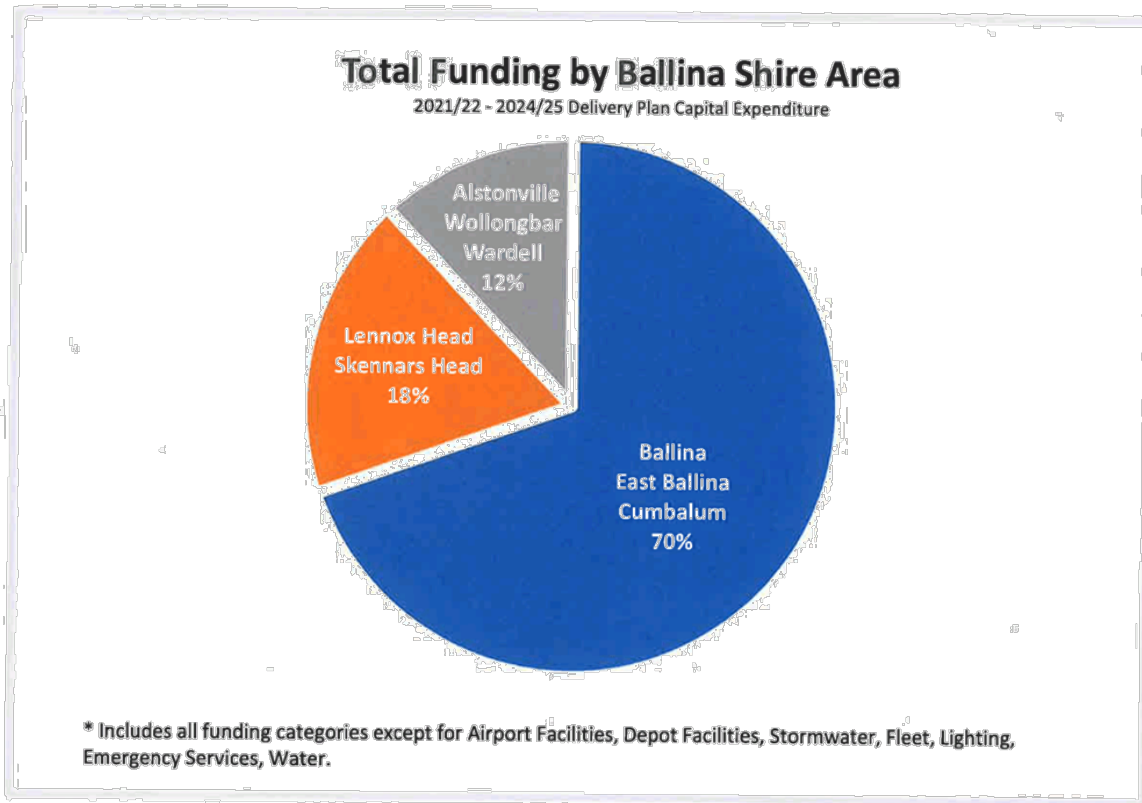
Thank you and regards,
Brad

Treasurer, Lennox Head Chamber of Commerce

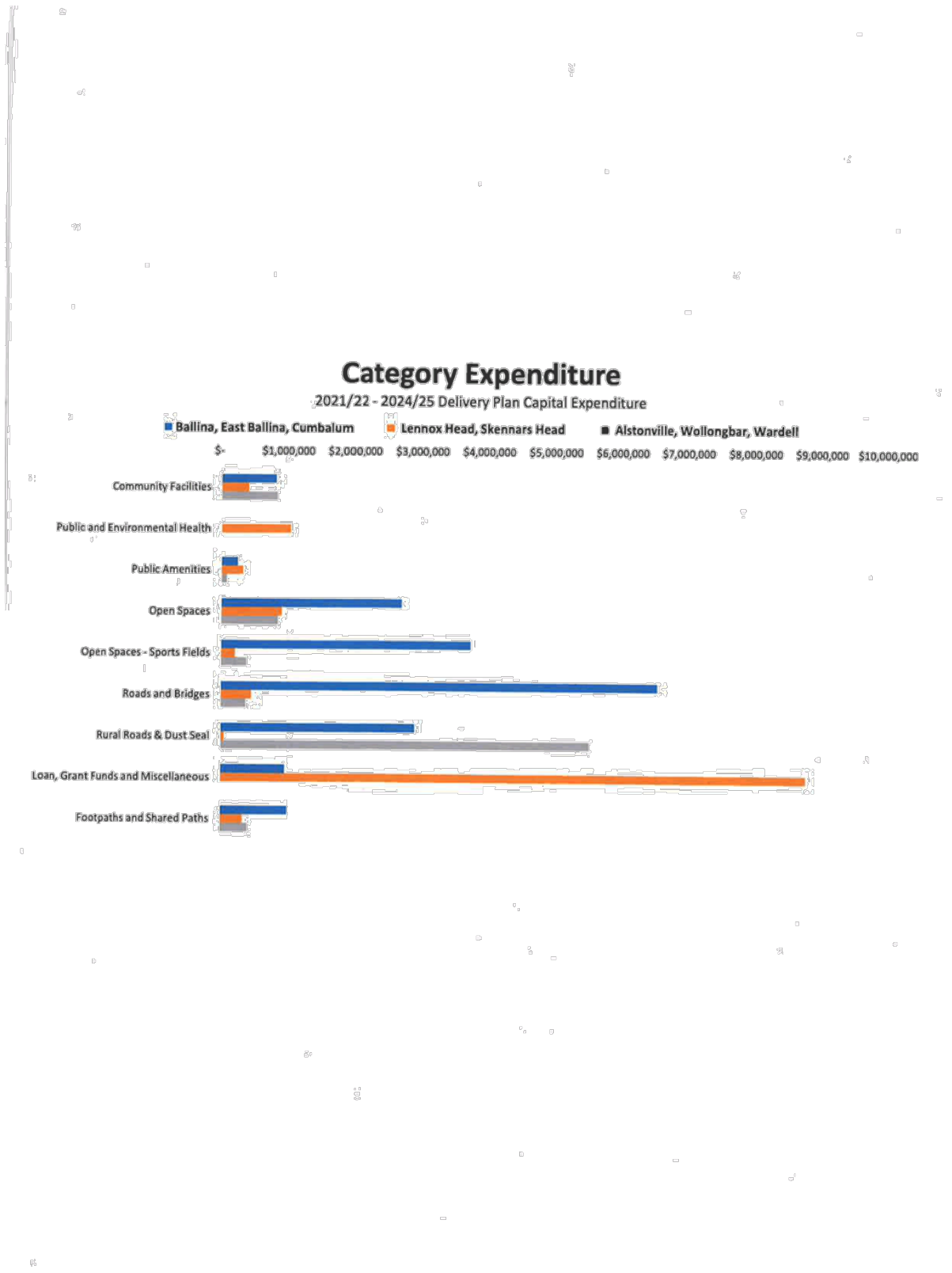
Total Roads Funding by Ballina Shire Area 2021/22 - 2024/25 Delivery Plan Capital Expenditure



* Includes funding categories Roads and Bridges, Rural Roads & Safer Roads projects.
Excludes Airport related road projects.



9.7 Delivery Program and Operational Plan - Adoption



Mr John Truman
Director
Civil Services Division
Ballina Shire Council
Ballina 2480

23rd May, 2021

Re: Request for Street Lighting – Daley Street, Alstonville
Doc No: 21/34932, 21/17838

Dear Mr Truman

Thank you for your letter dated 19th April and please accept my apologies for this slow reply as I have been away.

I am however surprised and disturbed by this decision, and I would appreciate formal acknowledgment from Council that this decision to defer action for several more years is made in light of clear notification to you by me, over several years, of the poor lighting on Daley Street which is deeply unsafe for our staff, who offer out of hours veterinary services to this region, and which allowed the assault on a female member of our staff (a young mother of two children) at night time several years ago. The assailant was arrested and charged. Obviously, our clients who attend the hospital out of hours also face the risks of poor lighting when they bring their pets for emergency treatment.

While we are able to provide lighting on our property, which of course we have done, we are unable to light the street. I also note that Daley Street is a commercially zoned area of Alstonville and several other businesses operate in this vicinity. I reiterate that the street is very poorly lit and very dark once the sun has set.

Finally, I am sorry to say that I do not see how making a submission to the exhibition of the DPOP will make any difference to the outcome of your decision which you have indicated will be deferred until 2023/24, and which presumably is a commitment to undertake the work then. I would however appreciate confirmation that this is indeed the case, so that I might advise our staff and clientele.

Yours sincerely

Dr Robyn Fitzgerald
0411 800 447

Mr John Truman
Director
Civil Services Division
Ballina Shire Council
Ballina 2480

4th June, 2021

Re: Request for Street Lighting – Daley Street, Alstonville
Doc No: 21/34932, 21/17838, 21/46264

Dear Mr Truman

Further to my letter dated 23rd May, I am now writing on behalf of the staff at Alstonville Veterinary Hospital to request Council urgently reconsider installing street lighting on Daley Street.

This request is made in light of threats of physical violence to two female staff members over the past two days. The matter has been reported to Lismore Police. However, as we have been advocating now for several years, the lack of street lighting in a commercially zoned area, particular during the winter months, leaves our staff and clients in a highly unsafe situation.

Yours sincerely

Dr Robyn Fitzgerald
0411 800 447

| General Fund - Asset Description | Draft LTFP | | Recommended | | Comments |
|---|-------------------|-------------------|-------------------|-------------------|---|
| | 2021/22 | 2022/23 | 2021/22 | 2022/23 | |
| Corporate and Community Division | | | | | |
| Commercial Property Development | | | | | |
| Henderson Farm - Infrastructure | 275,000 | | 275,000 | | |
| WUEA - Stage Three | 2,400,000 | | 2,400,000 | | |
| Boeing Avenue - Lots Two and Three | 4,130,000 | | 1,000,000 | 3,130,000 | Reflects timing of construction tender and still awaiting planning approval |
| Flat Rock Tent Park | 120,000 | | 120,000 | | |
| Ballina Gateway Airport | | | | | |
| Apron Overlay and Concrete Pads | 1,600,000 | | 1,600,000 | | |
| Terminal - Baggage Area Expansion | 2,100,000 | | 500,000 | 1,600,000 | Reflects timing of construction tender, approvals etc |
| Car Park, Solar, Boulevard Connect | 4,700,000 | | 2,000,000 | 2,700,000 | Reflects timing of construction tender, approvals etc |
| Terminal - Passenger Screening | 2,503,000 | | 2,503,000 | | |
| PALC and ALER | 165,000 | | 165,000 | | |
| Runway - Lengthening / Strengthening | 10,000,000 | 15,000,000 | 2,000,000 | 23,000,000 | Complex project still requiring approval for change in grant, designs etc |
| Community Facilities | | | | | |
| Alstonville Cultural Centre | 524,000 | 220,000 | 100,000 | 644,000 | Insufficient funding for project until grant funds secured. \$100,000 for approvals |
| Public Halls | 157,000 | | 157,000 | | |
| Depot and Administration Centre | | | | | |
| Depot - Improvements | 749,000 | | 749,000 | | |
| Depot and Admin Centre - Solar | 120,000 | | 120,000 | | |
| Administration Centre - Improvements | 75,000 | | 75,000 | | |
| Fleet and Plant | | | | | |
| | 1,927,000 | | 1,927,000 | | |
| Total - Corporate and Community | 31,545,000 | 15,220,000 | 15,691,000 | 31,074,000 | |
| Planning and Environmental Health Division | | | | | |
| Environmental Health | | | | | |
| Lake Ainsworth Coastal Management Plan | 395,000 | | 395,000 | | |
| Open Spaces - Parks | | | | | |
| Crown Reserve Works | 28,000 | | 28,000 | | |
| Playgrounds - Improvement Program | 1,350,000 | | 1,257,000 | 93,000 | Refer to improvement program detail below |
| Master Plan - Pop Denison | 750,000 | | 750,000 | | |
| Wollongbar District Park / Skate Park | 530,000 | | 530,000 | | |
| Open Spaces - Sports Fields | | | | | |
| Sports Fields - Improvements | 461,000 | | 461,000 | | |
| Kingsford Smith - Major Upgrade | 1,000,000 | 2,500,000 | 200,000 | 3,300,000 | Masterplan and consultation to be completed, along with approvals |
| Public Amenities - Improvements | | | | | |
| | 310,000 | | 170,000 | 140,000 | Refer to improvement program detail below |
| Total - Planning and Env Health | 4,824,000 | 2,500,000 | 3,791,000 | 3,533,000 | |
| Civil Services Division | | | | | |
| Stormwater | | | | | |
| Stormwater - Upgrades | 825,000 | | 825,000 | 0 | |
| Roads and Bridges | | | | | |
| Roads - Reconstruction Program | 4,311,500 | 274,000 | 4,311,500 | 274,000 | Refer to reconstruction program below |
| Roads - Roads to Recovery Program | 880,000 | | 880,000 | 0 | |
| Urban Roads - Bitumen Reseals | 753,000 | | 753,000 | 0 | |
| Urban Roads - Heavy Patching | 478,000 | | 478,000 | 0 | |
| Rural Roads - Bitumen Reseals | 491,000 | | 491,000 | 0 | |
| Rural Roads - Heavy Patching | 289,000 | | 289,000 | 0 | |
| Bypass Funds - Alstonville | 102,000 | | 102,000 | 0 | |
| Bypass Funds - Ballina | 160,000 | | 160,000 | 0 | |
| Bypass Funds - Tintenbar to Ewingsdale | 108,000 | | 108,000 | 0 | |
| Airport Boulevard | 3,740,000 | | 3,740,000 | 0 | |
| Lennox Head Village Renewal | 4,995,900 | 1,500,000 | 3,500,000 | 2,995,900 | Likely cash flow based on components of project and approvals |
| Safer Roads - Byron Bay Rd / Ross Lane | 1,050,000 | 2,327,000 | 1,050,000 | 2,327,000 | Likely cash flow based on components of project and flood study works |
| Safer Roads - Kerr St / Bentinck St | 757,000 | | 757,000 | | |
| Section 7.11 Roads Plan | | | | | |
| Hutley Drive - Middle Connection (100%) | 50,000 | | 50,000 | 0 | |
| Bang Rd / Angels Bch Dve Roundabout (100%) | 2,600,000 | | 1,000,000 | 1,600,000 | Likely cash flow based on approvals and land acquisitions |
| Angels Bch Dve/Sheath St - LILLO (Land) | 135,000 | | 135,000 | 0 | |
| River St - S2 - Burns Point to Barlows Road (73.9%) | 2,300,000 | | 2,300,000 | 0 | |
| River St - S3 - Fishery Creek Bridge (49.6%) | 200,000 | 7,446,000 | 200,000 | 7,446,000 | |
| River St - S4 - Brunswick to Tweed (49.6%) | 1,910,000 | | 510,000 | 1,400,000 | Reflects timing of works |
| Tam Dr - North Creek Road / Kerr Street - Four Lanes (98.6%) | 200,000 | | 200,000 | 0 | |
| North Creek Road and Bridge (100%) | 200,000 | 50,000 | 200,000 | 50,000 | |
| Barlows Road Connection (64.5%) | 200,000 | 3,000,000 | 200,000 | 3,000,000 | |
| S7.11 - Reseals and Heavy Patching | 170,000 | | 170,000 | | |
| Bridges | 408,000 | 3,948,000 | 408,000 | 3,948,000 | |
| Sub Total - Roads and Bridges | 26,488,400 | 18,545,000 | 21,992,500 | 23,040,900 | |
| Ancillary Transport Services | | | | | |
| Footpaths and Shared Paths | 706,000 | 45,000 | 706,000 | 45,000 | |
| Coastal Walk | 120,000 | | 120,000 | | |
| Car Parks - Improvement Program | 150,000 | | 150,000 | | |
| Wharves - North Creek Road, Lennox - Boat Ramp | 150,000 | | 150,000 | | |
| Transport for NSW | 216,000 | | 291,000 | | Ross Lane Flood Design |
| Emergency Services - Lennox Head - Rural Fire Shed | 1,070,000 | | 1,070,000 | | |
| Resource Recovery | | | | | |
| Landfill - Improvements | 50,000 | | 50,000 | | |
| Landfill - Roof Replacement | 375,000 | | 375,000 | | |
| Landfill - Solar | 75,000 | | 75,000 | | |
| Total - Civil Services | 30,225,400 | 18,590,000 | 25,804,500 | 23,085,900 | |
| Total - All Divisions | 66,594,400 | 36,310,000 | 45,286,500 | 57,692,900 | |
| Recurrent Budget - Individual Projects | | | | | |
| Depot and Admin Centre | | | | | |
| Works Depot - Solar Upgrade | 120,000 | | 120,000 | | |
| Admin Centre Foyer/Lifts/Toilets - Improvements LRCIP Funding | 75,000 | | 75,000 | | |
| Depot Workshop Extension & Roof Refurb | 400,000 | | 400,000 | | |
| Depot OS Storage Shed | 149,000 | | 149,000 | | |
| Hardstand / Security / Electrical | 200,000 | | 200,000 | | |
| Total | 944,000 | 0 | 944,000 | 0 | |
| Stormwater | | | | | |
| Urban Stormwater Management Plan | 25,000 | | 25,000 | | |
| Asset Data Collection | 45,000 | | 45,000 | | |
| Tide Gates to Urban Streets | 55,000 | | 55,000 | | |
| Urban Stormwater Reticulation Renewal | 152,000 | | 152,000 | | |
| Alison Avenue Lennox Head (re-lining) | 150,000 | | 150,000 | | |
| Martin Street, Ballina | 90,000 | | 90,000 | | |
| Ballina Fair | 60,000 | | 60,000 | | |
| Owen Street, Ballina | 80,000 | | 80,000 | | |
| Grant Street, Ballina | 84,000 | | 84,000 | | |
| Lems Lane and Cliff Murray Lane | 84,000 | | 84,000 | | |
| Total | 825,000 | 0 | 825,000 | 0 | |

| General Fund - Asset Description | Draft LTFP | | Recommended | | Comments |
|---|-------------------|-------------------|-------------------|-------------------|---|
| | 2021/22 | 2022/23 | 2021/22 | 2022/23 | |
| Roads and Bridges | | | | | |
| Urban Roads - Bitumen Reseals | 503,000 | | 503,000 | | |
| Southern Cross Fixing Local Roads Grant | 250,000 | | 250,000 | | |
| Urban Roads - Heavy Patching | 478,000 | | 478,000 | | |
| Rural Roads - Bitumen Reseals | 491,000 | | 491,000 | | |
| Rural Roads - Heavy Patching | 289,000 | | 289,000 | | |
| Bypass Funds - Alstonville | 102,000 | | 102,000 | | |
| Bypass Funds - Ballina | 160,000 | | 160,000 | | |
| Bypass Funds - Tintenbar to Ewingsdale | 108,000 | | 108,000 | | |
| Airport Boulevard | 3,740,000 | | 3,740,000 | | |
| Lennox Head Village Renewal | 4,995,900 | 1,500,000 | 3,500,000 | 2,995,900 | Reflects permits and approvals, timing for tender, designs etc |
| Safer Roads - Byron Bay Rd/Ross Lane | 1,050,000 | 2,327,000 | 1,050,000 | 2,327,000 | |
| Safer Roads - Kerr St / Bentinck St | 757,000 | | 757,000 | | |
| Lanes Upgrade - LRCIP | 226,000 | | 226,000 | | |
| Friday Hut Road FLR2 segment 90 | 141,000 | | 141,000 | | |
| Brooklet Road FLR2 segment 30 | 152,000 | | 152,000 | | |
| Houghlahans Creek Road FLR2 segment 130 | 156,000 | | 156,000 | | |
| Section 7.11 | | | | | |
| Hutley Drive - Middle Connection | 50,000 | 0 | 50,000 | | |
| Bangalow Road / Angels Beach Drive Roundabout Lanes | 2,600,000 | 0 | 1,000,000 | 1,600,000 | Likely cash flow based on approvals and land acquisitions |
| Angels Bch Dve/Sheath St - LILO (Land) | 135,000 | | 135,000 | | |
| River St - Stage 2 - Burns Point Ferry Road to Barlows Road | 2,300,000 | 0 | 2,300,000 | | |
| River St - Stage 3 - Fishery Creek Bridge | 200,000 | 7,446,000 | 200,000 | 7,446,000 | |
| River St - Stage 4 - Brunswick to Tweed | 1,910,000 | 0 | 510,000 | 1,400,000 | Reflects timing of works |
| Tamarind Drive - North Creek Road to Kerr Street - Four Lanes | 200,000 | 0 | 200,000 | | |
| North Creek Road and Bridge (100%) | 200,000 | 50,000 | 200,000 | 50,000 | |
| Barlows Road Connection | 200,000 | 3,000,000 | 200,000 | 3,000,000 | |
| S7.11 Reseals | 170,000 | 0 | 170,000 | | |
| Recurrent Program | | | | | |
| Northumberland Avenue seg 10 | 540,000 | | 540,000 | | |
| Gibbon Street segment 20 | 147,000 | | 147,000 | | |
| Gibbon Street segment 10 | 215,000 | | 215,000 | | |
| Stewart Street, Lennox Head shoulders Segment 150 | 90,000 | | 90,000 | | |
| Fawcett Street segment 10 | 89,000 | | 89,000 | | |
| Brunswick Street segment 20 | 135,000 | | 135,000 | | |
| Barlows Road segment 20 | 185,000 | | 0 | | Delete Barlows Road as the Barlows Road Bypass will include these works |
| Broadwater Place | 0 | | 185,000 | | Replace Barlows Road with Broadwater Place |
| Crane Street 30 | 120,000 | | 120,000 | | |
| Simmons Street seg 20 | 150,000 | | 150,000 | | |
| Bangalow Rd Segment 20 | 97,000 | 274,000 | 97,000 | 274,000 | |
| Wilson Street segment 10 & 20 | 140,000 | | 140,000 | | |
| Burnet Street 50 | 192,000 | | 192,000 | | |
| South Ballina Beach Road segment 60 | 304,000 | | 304,000 | | |
| Fernleigh Road segment 80 | 499,000 | | 499,000 | | |
| River Drive segment 10-30 | 280,000 | | 280,000 | | |
| Teven Road 10 | 460,000 | | 460,000 | | |
| Wardell Road Seg 110 | 303,500 | | 303,500 | | |
| Teven Road segment 52 | 450,000 | | 450,000 | | |
| Rishworths Lane Dust Seal | 120,000 | | 120,000 | | |
| Sub Total | 26,080,400 | 14,597,000 | 21,584,500 | 19,092,900 | |
| Bridges | | | | | |
| Pearces Ck Rd Bridge Deck Replacement | 300,000 | 3,948,000 | 300,000 | 3,948,000 | |
| Bridges Other | 108,000 | | 108,000 | | |
| Sub Total | 408,000 | 3,948,000 | 408,000 | 3,948,000 | |
| Total Roads and Bridges | 26,488,400 | 18,545,000 | 21,992,500 | 23,040,900 | |
| Street Lighting - Operating Expense | | | | | |
| Riverside Dve, West Ballina | 12,000 | | 12,000 | | |
| Daydream Avenue/Sunnybank Drive | 7,000 | | 7,000 | | |
| Hackett Lane, Ballina | 36,000 | 55,000 | | 91,000 | Full funding not available until 2022/23 |
| Total | 55,000 | 55,000 | 19,000 | 91,000 | |
| Car Parks | | | | | |
| Pat Morton Lookout | 50,000 | | 50,000 | | |
| Missingham Park Amphitheatre LRCIP | 50,000 | | 50,000 | | |
| Serpentine LRCIP | 50,000 | | 50,000 | | |
| Total | 150,000 | 0 | 150,000 | 0 | |
| Footpaths / Paths / Ancillary Facilities | | | | | |
| Coastal Walk Structure 5 LRCIP | 120,000 | | 120,000 | | |
| Coastal Shared Path - Skennars Head Road | 50,000 | | 50,000 | | |
| Grandview Street, East Ballina LRCIP | 70,000 | | 70,000 | | |
| Owen Street, Ballina | 15,000 | | 15,000 | | |
| Tamarind Drive, Ballina North | 10,000 | | 10,000 | | |
| Old Pacific Highway, Newrybar | 65,000 | | 65,000 | | |
| Grandview Street, East Ballina | 110,000 | | 110,000 | | |
| Manly Street, East Ballina | 22,000 | | 22,000 | | |
| Moon Street, Ballina | 13,000 | | 13,000 | | |
| Williams Street, Lennox Head | 50,000 | | 50,000 | | |
| Kerr Street, Ballina | 20,000 | | 20,000 | | |
| North Creek Road, Ballina | 15,000 | | 15,000 | | |
| Quays Drive, West Ballina | 80,000 | | 80,000 | | |
| Greenwood Place, Sunrise Cres, Lennox | 54,000 | | 54,000 | | |
| Rifle Range Road, Wollongbar | 100,000 | 45,000 | 100,000 | 45,000 | Project delivered in components over two years |
| Banksia Avenue, Lennox Head | 32,000 | | 32,000 | | |
| Total | 826,000 | 45,000 | 826,000 | 45,000 | |
| Open Space Improvements | | | | | |
| Crown Reserve Improvements | 28,000 | | 28,000 | | |
| Wollongbar District Park | 530,000 | | 530,000 | | |
| Pop Denison Master Plan | 750,000 | | 750,000 | | |
| Ross Park, Lennox Head | 550,000 | | 550,000 | | |
| BBQs and Park Shelters LRCIP | 100,000 | | 100,000 | | |
| Bolwarra Park | 10,000 | | 10,000 | | |
| Cummings Park | 100,000 | | 100,000 | | |
| Elevations Park, Lennox Head | 99,000 | | 99,000 | | |
| Fitzroy Park, Wardell | 179,000 | | 179,000 | | |
| Meldrum Park | 119,000 | | 119,000 | | |
| Ocean Breeze Reserve | 193,000 | | 100,000 | 93,000 | Reflects likely cash flows |
| Total | 2,658,000 | 0 | 2,565,000 | 93,000 | |
| Sports Fields | | | | | |
| Saunders Oval Irrigation | 30,000 | | 30,000 | | |
| Lyle Park Lighting | 170,000 | | 170,000 | | |
| Sporting facilities improvements LRCIP | 261,000 | | 261,000 | | |
| Kingsford Smith - Major Upgrades | 1,000,000 | 2,500,000 | 200,000 | 3,300,000 | Masterplan to be completed |
| Total | 1,461,000 | 2,500,000 | 661,000 | 3,300,000 | |
| Public Amenities | | | | | |
| Moon Street, Commemoration Park LRCIP | 100,000 | | 100,000 | | |
| Regatta Avenue | 50,000 | | 50,000 | | |
| Lennox Head Surf Club | 160,000 | | 20,000 | 140,000 | Crown Land approvals required - 2021/22 for design and approvals |
| Total | 310,000 | 0 | 170,000 | 140,000 | |

| Water - Asset Description | Draft LTFP | | Recommended | | Report Comments |
|--------------------------------------|------------------|------------------|------------------|------------------|---|
| | 2021/22 | 2022/23 | 2021/22 | 2022/23 | |
| Main Renewals | | | | | |
| Gibbon Street, Lennox | 15,000 | | 15,000 | | |
| Perry Street, Alstonville | 90,000 | | 90,000 | | |
| Marsh Avenue / Bentinck St, Ballina | 45,000 | | 45,000 | | |
| Jarret Street, Ballina | 45,000 | | 45,000 | | |
| Camburt Street, Ballina | 10,000 | | 10,000 | | |
| Main Place, Ballina | 15,000 | | 15,000 | | |
| Tweed, Richmond, G'halgh St, Ballina | 75,000 | | 75,000 | | |
| Moon Street, Ballina | 25,000 | | 25,000 | | |
| Acacia Place, Wollongbar | 10,000 | | 10,000 | | |
| Sunway Place, Ballina | 25,000 | | 25,000 | | |
| Marine Street, Ballina | 35,000 | | 35,000 | | |
| Martin, Burnet, Ross Street Ballina | 260,000 | | 260,000 | | |
| Jarrett Street, Ballina | 50,000 | | 50,000 | | |
| Water Reservoirs | | | | | |
| Reservoirs - Pacific Pines | 200,000 | 1,027,000 | 200,000 | 1,027,000 | |
| Reservoir - East Ballina Reservoir | 50,000 | | 50,000 | | |
| Reservoir - Lennox Reservoir | 50,000 | | 50,000 | | |
| Reservoir - Pine Avenue | 200,000 | | 200,000 | | |
| Miscellaneous | | | | | |
| Telemetry | 10,000 | | 10,000 | | |
| Reticulation Valve Replacement | 50,000 | | 50,000 | | |
| Water Loss Reduction | 100,000 | | 100,000 | | |
| Trunk Mains | | | | | |
| Tamar St (Bagot to Canal Rd) | 290,000 | | 290,000 | | |
| Bagot St (River Crossing to Tamar) | 150,000 | | 150,000 | | |
| Bentinck St (Owen / Kingsford Smith) | 20,000 | 200,000 | | 220,000 | Timing for design and approvals |
| Fox St (Fox & Martin) | 270,000 | | 270,000 | | |
| Temple St (Tarmar / Tamarind Drive) | 20,000 | 700,000 | | 720,000 | Timing for design and approvals |
| North Creek Rd / Angels Beach Drive | 20,000 | 760,000 | | 780,000 | Timing for design and approvals |
| Angels Beach Drive to Missingham | 100,000 | 800,000 | 100,000 | 800,000 | |
| North Creek Flowmeter Installation | 20,000 | | 20,000 | | |
| Water Treatment Plant | | | | | |
| Marom Creek WTP - Upgrade | 1,000,000 | 3,500,000 | 500,000 | 4,000,000 | Reflects approvals, tender and likely cash flow |
| Marom Creek WTP - Renewals | 30,000 | 31,000 | 30,000 | 31,000 | |
| Plant and Equipment | | | | | |
| Vehicle and Plant Replacement | 22,000 | | 22,000 | | |
| Service Connections | | | | | |
| Water Meter - New | 240,000 | | 240,000 | | |
| Water Meter - Replacement | 300,000 | | 300,000 | | |
| Total Capital Expenditure | 3,842,000 | 7,018,000 | 3,282,000 | 7,578,000 | |

| Wastewater - Asset Description | Draft LTFP | | ET Review | | Report Comments |
|--|------------------|------------------|------------------|------------------|-------------------------------------|
| | 2021/22 | 2022/23 | 2021/22 | 2022/23 | |
| Pumping Stations | | | | | |
| Wet Well Relining | 100,000 | | 100,000 | | |
| Pumping Stations - Renewals | 354,000 | | 354,000 | | |
| EC Meter Installation (Ballina) | 50,000 | | 50,000 | | |
| Tamar Street Valve Pit Renewal | 25,000 | | 25,000 | | |
| Treatment Facilities - Minor | | | | | |
| Treatment Plant Ballina | 24,000 | | 24,000 | | |
| Treatment Plant Lennox | 23,000 | | 23,000 | | |
| Treatment Plant Alstonville | 11,000 | | 11,000 | | |
| Treatment Plant Wardell | 11,000 | | 11,000 | | |
| Ballina Treatment Plant Upgrade | | | | | |
| Ballina - Defect Rectification | 1,300,000 | 4,600,000 | 500,000 | 5,400,000 | Likely cash flow for contract |
| Ballina - Gantry Crane | 100,000 | 580,000 | 100,000 | 580,000 | |
| Ballina - Septage Receiving | 150,000 | | 150,000 | | |
| Ballina - Floating Solar | | 300,000 | 20,000 | 280,000 | Allow funding for design in 2021/22 |
| Ballina - DAF Shed Re-Fit | 150,000 | | 150,000 | | |
| Lennox Head Treatment Plant Upgrade | | | | | |
| Lennox - High Lift Switchboard | 245,000 | | 245,000 | | |
| Lennox - Aeration Optimisation | 75,000 | | 75,000 | | |
| Lennox - Solar Installation | 300,000 | | 20,000 | 280,000 | Allow funding for design in 2021/22 |
| Lennox - Pond Wall Renewal | 150,000 | | 150,000 | | |
| Lennox - Chlorination Renewal | 35,000 | | 35,000 | | |
| Alstonville Treatment Plant Upgrade | | | | | |
| Alstonville - Inlet Works | 1,000,000 | 190,000 | 1,000,000 | 190,000 | |
| Alstonville - Solar Farm | 150,000 | 150,000 | 20,000 | 280,000 | Allow funding for design in 2021/22 |
| Wastewater Mains - Renewals | | | | | |
| Main Renewals | 85,000 | | 85,000 | | |
| Seamist Place Rising Main | 300,000 | 420,000 | 100,000 | 620,000 | Likely cash flow for contract |
| Relining Works | 325,000 | | 325,000 | | |
| Plant and Equipment | | | | | |
| Plant Replacement Program | 376,000 | | 376,000 | | |
| Other Miscellaneous Works | | | | | |
| Telemetry | 16,000 | | 16,000 | | |
| Reuse Program | | | | | |
| Ross Lane - Dual Retic Reservoir | | | | | |
| Recycled Water Meters New | 40,000 | | 40,000 | | |
| Urban Reticulation System | 40,000 | | 40,000 | | |
| Henderson Farm - Dist'n Main | 80,000 | 200,000 | 80,000 | 200,000 | |
| Meadows Estate - Dist'n Main | 80,000 | 190,000 | 80,000 | 190,000 | |
| Irrigation - Wollongbar Fields | 166,000 | | 166,000 | | |
| Pipeline - West Ballina Supply | 975,000 | 1,000,000 | 200,000 | 1,775,000 | Likely cash flow for contract |
| Lennox WWTP - Refurb Belt | 75,000 | | 75,000 | | |
| Total Capital Expenditure | 6,811,000 | 7,630,000 | 4,646,000 | 9,795,000 | |