

COUNCIL Business Paper



LISMORE
City Council

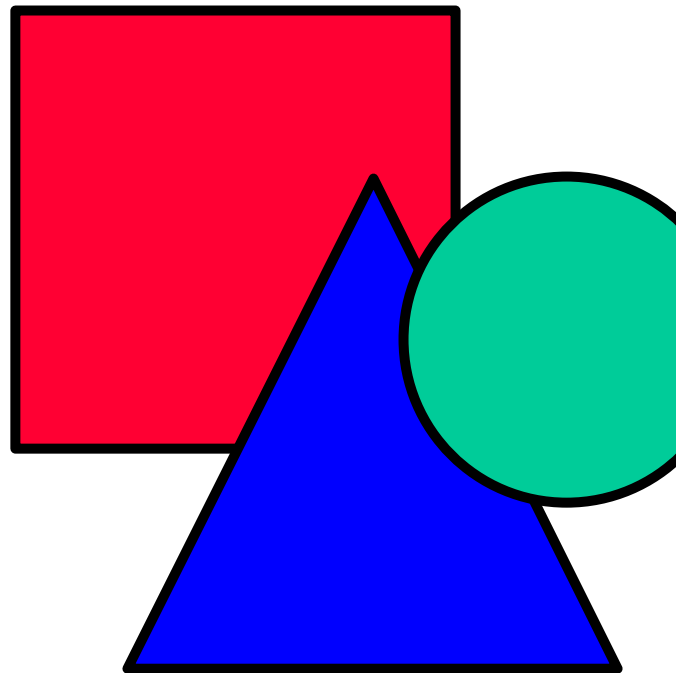
APRIL 4, 2000

NOTICE OF COUNCIL MEETING

An **ORDINARY**
MEETING of

LISMORE CITY COUNCIL will be held at the COUNCIL CHAMBERS, Oliver Avenue, GOONELLABAH on **TUESDAY, APRIL 4, 2000**, at 6.00pm and members of Council are requested to attend.

(Ken Gainger)



GENERAL MANAGER

March 28, 2000

COUNCIL BUSINESS AGENDA

APRIL 4, 2000

PUBLIC ACCESS SESSION:

PAGE NO.

PUBLIC QUESTION TIME:

OPENING OF MEETING AND PRAYER (MAYOR):

APOLOGIES AND LEAVE OF ABSENCE

CONFIRMATION OF MINUTES - March 14, 2000

CONDOLENCES

DISCLOSURE OF INTEREST

MAYORAL MINUTES

1-2

NOTICES OF RESCISSION

3-4

NOTICES OF MOTION

5-8

SUSPENSION OF STANDING ORDERS

(Consideration of the Suspension of Standing Orders to debate matters raised during Public Access).

REPORTS

9-97

COMMITTEE RECOMMENDATIONS

98-101

DOCUMENTS FOR SIGNING AND SEALING

QUESTIONS WITHOUT NOTICE

CONFIDENTIAL MATTERS - COMMITTEE OF THE WHOLE

I N D E X

REPORTS:	<u>PAGE NO.</u>
DA99/910 - Staged Extension Of The Macadamia Processing Facility and Increased Production, Cnr Bruxner Highway & Cowlong Road	9-41
Torch Relay Celebration	42-47
Airport Business Plan	48-55
Water Supply Services Business Plan	56-60
Wastewater Services Business Plan	61-65
Quarry Business Plan	66-73
Waste Services Strategic Business Plan - Overview	74-77
Investigation of Effluent Disposal for Council's Villages	78-81
Water Schemes - Nimbin	82-86
Section 64 Plan Review	87-91
Replacement of Council Plant - V349 Bomag Self Propelled Roller	92-96
Investments held by Council as at 29/2/00	97
 <u>Committee Recommendations:</u>	
Traffic Advisory Committee 15/3/00	98-101
 <u>Documents for Signing and Sealing:</u>	
 <u>Questions Without Notice:</u>	
 <u>CONFIDENTIAL MATTERS - Committee of the Whole:</u>	

MAYORAL MINUTE

SUBJECT: LISMORE CBD UPGRADE
(S273)

I have noted the proposed budget item submitted by Councillor Crowther to set aside \$450,000 for CBD upgrade received a low priority. If it was intended that this funding be from revenue not loans, I agree with the result given the condition of our roads. Such items are usually funded from loans and I feel Council should have the opportunity to reassess this priority based on the item being funded by loans.

I have had a deputation from a group of business people headed by the President of Lismore Unlimited to stress the importance of upgrading the remainder of the CBD and stated if Council indicated it would commit \$450,000 from the 2000/2001 loan program when required, it would conduct a survey of CBD stakeholders to establish what form the upgrade should take and whether they would jointly fund the upgrade. They acknowledge the existing upgrade proposal was designed in the early nineties and should be subject to review, particularly now that Magellan Street has been completed and stakeholders have had the opportunity to gauge the effect on business.

It is interesting to note in March 1995, the Chamber of Commerce carried out a survey of CBD stakeholders on parking issues and beautification. In response to a question "Do you favour the proposed beautification scheme?", 109 said yes, 93 said no. The scheme was the one-way proposal.

The pavement and footpaths in the CBD streets are in need of rebuilding and obviously no further work can be done until such time as it is determined if an upgrade should occur, how soon it will be executed and what form it should take.

Comment by Principal Accountant

Preliminary figures for the 2000/01 budget include \$1,760,000 in loan funds. This amount consists of two projects.

The first relates to the decision by Council to reconstruct the pool at the Memorial Baths Site, with loan funds anticipated to be \$1,394,000 and the total project costing \$2,500,000.

The second item included in the draft 2000/01 budget loan programme, at this stage, is \$366,000 for Crozier Oval. This project was given Number One Priority by Councillors at the budget workshop held on March 9, 2000.

Unfortunately, any further borrowing in 2000/01 will increase Council's loan repayments in future years. In other words, we will effectively be increasing our overall loan commitments, which, in turn will mean increased repayments, and a decrease in available funds for other projects in future budgets.

There are a number of issues relating to this proposal, not the least being the funding and contribution mechanism from CBD ratepayers that need addressing. I believe this should be considered in a report to Council following the proposed survey of CBD owners and operators.

Council should also note that due to time constraints involved with the preparation of the 2000/01 Management Plan, this survey should be conducted in the near future, as Council's draft Management Plan is due to be exhibited to the public from May 20, 2000.

RECOMMENDATION: (MM01)

Council advise Lismore Unlimited it will provide \$450,000 when required from the 2000/2001 loan program provided:

- 1 Lismore Unlimited carry out a survey of owners and operators of CBD property to determine:
 - a) what form the upgrade should take;
 - b) a fair and equitable contribution from benefiting ratepayers. The method of the survey to be approved by Council.
- 2 The method, extent and form of survey to be agreed to by Council and Lismore Unlimited.

NOTICE OF RESCISSION MOTION

I hereby give notice of my intention to move at the next meeting of the Council the following rescission motion:

Resolution 56/00 dealing with deferral of items on the business paper unless all information becomes available at the time of delivering the business paper be rescinded.

Note: A following motion is proposed.

COUNCILLOR I R Gates

COUNCILLOR B R Suffolk

COUNCILLOR J R Hampton

DATE 17/3/00

COMMENT BY COUNCILLOR GATES:

The motion as it stands is too prescriptive and could be used to delay important items on the business paper. It would have the potential to slow down the process.

Council also has the option to defer any item and there is always the rescission motion option to allow resolutions to be reconsidered.

If the rescission motion is adopted I feel the accompanying Notice of Motion will address the issue adequately.

(00-4246: S43)

NOTICE OF RESCISSION MOTION

I hereby give notice of my intention to move at the next meeting of the Council the following rescission motion:

The motion referring to Draft Amendment No. 3 - Lismore LEP 2000 - Neighbourhood Shopping Centre, Cnr. Holland Street and Ballina Road, Goonellabah (Minute No. 33/00) be rescinded.

Note: A following motion is proposed: *That subject to satisfactory traffic management pertaining to the proposal to develop a shopping centre on the subject land, the rezoning amendment No. 3 be approved.*

COUNCILLOR J F Crowther

COUNCILLOR R M Irwin

COUNCILLOR D R Tomlinson

DATE 28/2/00

(00-4002: S746)

NOTICE OF MOTION

I hereby give notice of my intention to move at the next meeting of the Council the following motion:

1. That staff take all reasonable steps to ensure that documents, reports and other items relevant to issues in a Council business paper be distributed to all Councillors with the business paper or prior to delivery of the business paper. When this does not occur resulting in the information not reaching Councillors with adequate time for consideration, the relevant matter be either withdrawn from the business paper or be considered for deferral depending on the urgency of the matter.
2. That the above be established as a matter of policy.
3. That documents such as amended "Documents for Signing and Sealing" and legal opinions be exempted from the policy.
4. That the policy not apply where despite the best efforts of staff relevant material has not been delivered to any Councillor/s because of their unavailability or inaccessibility.

COUNCILLOR Bob Gates

DATE 24/2/00

NOTICE OF MOTION

I hereby give notice of my intention to move at the next meeting of the Council the following motion:

That subject to satisfactory traffic management pertaining to the proposal to develop a shopping centre on the subject land, the rezoning amendment No. 3 be approved.

COUNCILLOR J F Crowther

DATE 28/2/00

STAFF COMMENT BY:

Acting Group Manager - Planning & Development (Helen Manning)

If there are any doubts about the ability to provide safe ingress and egress for this site they should be resolved **before** finalisation of the LEP amendment, ie, before the Minister is asked to gazette the plan.

The appropriate time to obtain such an agreement is before gazettal of the LEP amendment, as following gazettal and effective rezoning there is no impediment to a developer lodging a development application and Council is then obliged to consider it.

Agreement to a traffic and access concept (ie, detailed design is not necessary) and responsibility for its funding should be obtained to avoid the possibility of Council having to fund either:

- Defence against a court appeal against deemed or actual refusal of a DA, or
- A roundabout at Ballina Road/Holland Street which is not programmed and for which Council funds may not be available within the shopping centre development timeframe.

Council also has the option at this stage of resolving to support the LEP amendment but not to send it to the Minister for signature and gazettal until traffic and access arrangements are agreed between Council, the RTA and the developer. This would indicate 'in principle' support to the developer, if such is required, but would ensure that the amending LEP would not be finalised and the land not effectively rezoned until these issues are resolved. If the issues could not be resolved satisfactorily Council then could resolve to terminate further action on the LEP amendment.

Group Manager - City Works

Since the last Council Meeting there have been a number of meetings and discussions between representatives of Council, RTA and the Developer.

There now appears to be general agreement that in order for the development to have effective access, a roundabout is required. The only outstanding issue is whether or not the roundabout should be made of concrete or asphaltic concrete (hotmix bitumen), and what contributions should be made by each party.

The most likely acceptable option is for each party to pay one-third of the total cost of (say) \$300,000-\$350,000 for an asphaltic concrete roundabout.

The question that Council then needs to answer is - **How will Council fund its share of approximately \$100,000-\$120,000 for the project?**

The current Notice of Motion and proposed action by the Planning & Development Group will fit in with this proposal; ie, not send the Rezoning Application to the Minister until the traffic issues have been resolved.

(00-4002: S746)

NOTICE OF MOTION

I hereby give notice of my intention to move at the next meeting of the Council the following motion:

1. *That Council support in principle an application to the Minister for Local Government for a special rate variation to be applied to all properties subject to a business rate within Nimbin Village with the aim of raising between \$10,000 and \$20,000 per annum.*
2. *The funds raised by this special rate are to be expended in the Nimbin Village commercial precinct at the discretion of the Nimbin Chamber of Commerce in consultation with the local business community and Council.*
3. *That Council and the Nimbin Chamber of Commerce immediately engage in consultation with affected property owners to gain support or otherwise for such a proposal.*

COUNCILLOR D J Roberts

DATE March 22, 2000

STAFF COMMENT BY RATING SERVICES CO-ORDINATOR:

Council has resolved to apply to the Minister for Local Government for a Special Rate Variation(SRV) to accomodate the construction of the Lismore Flood Levee.

The addition of this proposal to the SRV would not greatly increase the administrative burden of completing the application.

Should Council agree that the proposal has merit, it is suggested that a meeting of the affected land holders (27) be arranged at the earliest opportunity to gauge support or otherwise for the proposal. A letter survey could also be conducted as some owners do not reside in Nimbin.

The results of that meeting/survey could be the subject of a report to Council's next meeting (May 2, 2000) and a final decision made as to Council's support or otherwise of the inclusion of this proposal in the SRV.

In this report the method of how the expenditure of the funds are controlled/supervised could be discussed.

(00-4385: S384)

Subject/File No: DEVELOPMENT APPLICATION NO. 99/910 - THE STAGED EXTENSION OF THE MACADAMIA PROCESSING FACILITY AND INCREASED PRODUCTION, CNR BRUXNER HIGHWAY & COWLONG ROAD, ALPHADALE, BEING LOT 22, DP 631981, 2 COWLONG ROAD, ALPHADALE (WR:MG:DA99/910)

Prepared By: Warren Rackham - Acting Planning Services Manager

Reason: To consider the proposal for extensions and increased production at the Company's existing plant at Alphadale

Objective: To endorse the attached report on the proposal by Consultant Planner, Mr S Fletcher

Management Plan Activity: Development Assessment

Background:

The application before Council essentially seeks approval for alterations and extensions to the existing Macadamia Magic rural industry plant at Alphadale, to:-

- increase annual production from 8,500 tonnes to 20,000 tonnes
- (very approximately) to double the existing factory floor space with building extensions in four stages (storage, factory and warehouse sections).
- construct a new 50 space carpark
- construct a new internal traffic flow system, with upgraded second access to Cowlong Road.

In general terms, the proposal is permissible in the zone and appropriate to the site, but there are inherent issues which need to be addressed. Much of the issues have given rise to strong representations from local residents, who principally are not opposed to the extensions sought, but are primarily concerned with claims of historical non-compliance with certain conditions as contained in some of the 16 previous consents granted by Council to the site operations over the past 15 years. Essentially residents are concerned that if the Company cannot comply with conditions in respect of the current 8,500 tonnes, then an approval for 20,000 tonnes will result in greater levels of current amenity affectation.

The following independent report has been prepared on Council's behalf by Planning Consultant, Mr S Fletcher, which gives a concise and objective assessment. The report takes into account all relevant issues, and stresses that previous (claimed) non compliances should be tidied up and incorporated into the current application, and recommended approval.

Mr Fletcher's recommendation is supported.

Other Group Comments

Included in the following report.

Recommendation (PLA 7)

- 1 That Council, as the consent authority, approve Development Application No 99/910 for extensions to Macadamia Magic processing plant at Lot 22, DP 631981 No. 2 Cowlong Road, Alphadale as proposed, subject to the conditions as recommended in the attached report from Consultant Planner, Mr S Fletcher.

- 2 That Council grant delegated authority to the General Manager to approve variations of a minor nature and/or arithmetic nature and/or staging reconfiguration to conditions of consent applied to this application, except where a particular condition has been specifically identified as requiring Council consent if it is to be varied.

Subject/File No: DEVELOPMENT APPLICATION NO. 99/910 - THE STAGED EXTENSION OF THE MACADAMIA PROCESSING FACILITY AND INCREASED PRODUCTION, CNR BRUXNER HIGHWAY & COWLONG ROAD, ALPHADALE, BEING LOT 22 DP 631981, 2 COWLONG ROAD, ALPHADALE (SF:MJK: DA99/910)

Prepared By: Stephen Fletcher - Consultant Planner

Reason: Council Policy 5.2.2 - Council Determination.

Objective: To provide advice on the application to Council and to seek determination.

Management Plan Activity: Development Assessment

Introduction

Council is in receipt of a Development Application for staged extension of processing facilities at the Macadamia Processing Plant, Alphadale. The site has been subject to a total of sixteen (16) previous Development Applications, and the applicant is now seeking to provide for the continued expansion of the operation under a further four (4) stages. Details of the staging proposed is included in this report. Essentially the proposal involves the creation of additional nut processing area, two storage sheds and a large warehouse facility. In addition, the application involves additional carparking spaces, stormwater detention systems and effluent disposal systems for both the human and processing wastes.

The Site

The application relates to Lot 22 DP 631981, Parish of Lismore, County of Rous. The property is also identified as No. 2 Cowlong Road, Alphadale and has a total land area of 5.77 hectares. The existing facility is contained within approximately 1 hectare of the site.

The site has a gradual fall to the north-west and west. A water course which feeds into Marom Creek traverses the site near the western boundary. Aside from the area affected by the processing facilities, the site has been predominantly planted with macadamia trees for production.

Zoning and Legislative Provisions

The subject site is currently zoned Rural 1(b) under Lismore Local Environmental Plan 1992. This zone is one of Council's two principal agricultural zones, and the zone objectives reflect the desire of Council to allow for agricultural activities, to preserve higher quality agricultural land and to permit a range of activities that support agricultural industries.

The subject development meets the definition of a rural industry as contained in Council's LEP, and accordingly is a permissible use upon the site, with development consent.

Council, in its assessment and determination of this application is required to fully consider the heads of consideration as contained under Section 79C of the Environmental Planning and Assessment Act. A full assessment under Section 79C is included in this report.

Council has a number of Development Control Plans (DCP) which must be taken into consideration and comment on these is included in the Section 79C Report.

Description Of The Proposal

The proposal is to be undertaken in four (4) stages as follows:

Stage 1 - Additional 1788m² warehouse building attached to existing. To be used for the storage of processed nut kernels. This stage also involves a number of internal alterations to the existing factory. Furthermore, infrastructure works proposed as part of Stage 1 include connection to the Lismore urban sewerage network, road intersection, carparking and internal access works, stormwater management works and landscaping.

Stage 2 - Additional nut processing building (attached to eastern side) of existing processing building. This new building will have a gross floor area of 903m². Internal fitout of the building will include conveyors, nut graders, packing machines, storage facilities etc. Additional landscaping and upgrade of stormwater management system is also identified for this stage.

Stage 3 - Additional 560m² nut storage building. Ancillary works include extension of proposed internal service road on new alignment to the upgraded exit to Cowlong Road (on the northern side of existing and proposed buildings) and further stormwater management works.

Stage 4 - Construction of a second 560m² nut storage building, attached to that proposed with Stage 3.

Production

The operation of the facility has a current production limit (as a condition of Development Consent) of 8,500 tonnes nut in shell (NIS) per annum. This application includes a proposal to increase production to 20,000 tonnes NIS per annum. The applicant considers this amount would be reached in 2004/2005.

Employment

The development currently employs 136 people, of which 40 work either a night or weekend shift. On Page 18 of the Statement of Environmental Effects submitted with the application, it is identified that *“at the time the master plan is completed, some 10 additional full time and 20 seasonal staff will be working at the complex”*.

Operating Hours

Factory operating hours are stated in the Application as 24 hours per day, Monday - Sunday. Nut receipt times are 7.00am - 5.00pm, Monday - Friday. The kiosk on the site operates between 8.00am - 5.00pm, Monday - Saturday.

No alteration to existing operating hours is proposed with this application.

Assessment Under Section 79c Of The E.P. & A ACT -

79C(1)(a)(i) Any Environmental Planning Instruments (EPI)

The proposal is considered to be consistent with the relevant provisions of the North Coast Regional Environmental Plan. It is noted that Objective 6(d) of the REP relating to

agricultural resources is to “ensure that industries and services that support agriculture are not disrupted”.

The site is zoned Rural 1(b) under Lismore LEP 1992. The development is a permissible use within the zoning of the site. In addition, the application is consistent with the objectives for the 1(b) zone.

Clause 16 of the LEP relates to development on land which has a frontage to a main road. Whilst the subject property fronts the Bruxner Highway, access to the existing and the proposed expanded facility is off Cowlong Road.

The area is affected by the provisions of State Environmental Planning Policy No. 44 - Koala Habitat Protection. As part of the Development Application, a detailed Fauna and Flora Impact Statement has been prepared, in accordance with the requirements of SEPP No. 44 and the Threatened Species Conservation Act.

79C(1)(a)(ii) Any Draft EPI that is or has been placed on Exhibition

There is no draft environmental planning instrument currently on exhibition which would effect this development.

79C(1)(a)(iii) Any Development Control Plan

DCP No. 16 - Building Line Setback Requirements.

The proposed new buildings comply with the provisions of this plan.

DCP No. 17 - Tree Preservation

A number of macadamia and exotic fruit trees are required to be removed for the development and no objection is raised. Tree removal is also proposed as part of required intersection access works.

DCP No. 18 - Off Street Parking

The application proposes additional carparking facilities, resulting in a total of one hundred and thirty six (136) parking spaces. This is in excess of the number required under the provisions of Council’s DCP. Adequate area exists on site for construction of the parking in accordance with the design specifications of the DCP.

79C(1)(a)(iv) Any Matters Prescribed By The Regulations

There are no matters prescribed by the regulations directly effecting this development. Regulations relating to fire safety provisions can be adequately accommodated at the detailed design and construction stages.

79C(1)(b) The Likely Impacts of that Development, including Environmental Impacts on both the Natural and Built Environments, and Social and Economic Impacts in the Locality

Of relevance to this section are the following issues:

Context and Setting

The proposal is for extensions to an existing rural industry. The new buildings are to be constructed consistent with those existing and their placement adjacent to the existing complex is appropriate. No objection is raised to the development on the grounds of either the context or setting for the additions.

Design

The design and scale of the proposed new buildings is consistent with those existing, and in particular external finishes are to match those existing. Whilst the cumulative effect of the four stage development represents a significant increase in the overall floor space for the facility, this is not considered excessive for the site. Existing and proposed landscaping will serve to partially reduce the visual impact of the development in total. It is considered the development has been designed in order to obtain maximum efficiency in the operation. The proposed new carpark is to be constructed immediately adjacent to the most eastern existing parking area and this location is considered appropriate.

Comment on the design for the stormwater detention system and the effluent and waste disposals systems is contained in the Environmental Health Section comments.

Access, Transport and Traffic

The traffic issues surrounding the proposed redevelopment of the Macadamia Magic Processing Plant to increase production from 6,600 tonnes/annum to 20,000 tonnes/annum covers several categories

1. Increase in traffic generation to and from the Processing Plant.
2. The geometry of the current road infrastructure.
3. The effect of traffic entering Cowlong Road from the development.
4. The problems associated with increased traffic entering the Bruxner Highway/Cowlong Road intersection.

1. Increased Traffic Generation

The applicant's consultants in their report have presented truck movements based on the movement of materials in and out of the Plant for the 1998 season which processed 6,600 tonnes of nuts. The information has been presented as a normal distribution. This is a statistical curve which presents data so that the average, median value and maximum values can be easily obtained. This also enables a model to be created from forecast increases in values, which in this case are truck movements.

This has been done from the case where 20,000 tonnes of nuts will be processed for the ultimate operating capacity of the plant, which increases the current movements by a factor of 2.5. This factor has been reduced to 2.0 as it is claimed that new processing methods will reduce small truck deliveries by 30%. This is accepted as a likely consequence of improved processing and modern technology.

In addition to this, the report makes allowance for the domestic vehicles of workers and visitors of the facility which results in an increase in total traffic movements at the plant from 324 per day (162 vehicles/day) to 468 per day (229 vehicles/day).

These statistics were based on actual 12 hour traffic counts which must be increased by some factor to give a representative 24 hour count so that Section 94 contributions to be calculated. Conservatively a factor of 1.2 has been allowed (ie an increase of 20% on the 12 hour count) in this regard. Thus for an increase of 67 vehicles per day accessing the site the ET calculation is $(67 \times 1.2)/9$, as 9 vehicles per day is equivalent to 1ET. For Section 94 contributions an additional 9ET should be charged.

The resulting increase in traffic volumes must be considered in relation to the effects on the existing infrastructure.

2. Current Road Geometry

The current road geometry along Cowlong Road can be described as a straight narrow sealed road with a sealed width of 5 to 5.5 metres and narrow shoulders which are constrained on the eastern side by two segments of guide rail, and on the western side (Macadamia Magic side) by an open table drain and a substantial stand of native vegetation.

There exists two entrances to Macadamia Magic with the first or southern entrance having been upgraded in the previous DA, and the northern entrance to be upgraded as a result of the current DA. The current sight distance at the northern entrance is restricted through the presence of thick vegetation on both sides, with vehicles needing to cross over into the north bound lane to obtain adequate site distance before turning either direction into Cowlong Road.

In the submission supporting the DA, road capacity calculations have been undertaken which indicates that the maximum capacity of Cowlong Road as it exists is about 140 vehicles per hour. Traffic statistics taken by both Lismore Council and by the applicant's consultant indicate that this level of traffic volume will not be exceeded even during peak times of operation. It is however considered, that the current width of the road between the two entrances is inadequate to allow for safe turning and manoeuvring of trucks and the passing of cars at the same time, and it is recommended that the width of the road be increased to seven (7) metres. It is also recommended that the northern entrance to the development be improved through the provision of left turn and approach deceleration tapers which will require the removal of several trees. This will provide safe site distance from the direction and a safe manoeuvring area for large vehicles.

Following a number of meetings with the applicant's consultant, the proposals for road improvements have been amended. These take into account the requirements previously mentioned and also include a section of kerb and channel between the two entrances on the western side of Cowlong Road. This will take the place of the current open table drain the will allow widening of the road without the removal of any additional trees.

3. Effects of Traffic Entering Cowlong Road from the Development

Provided that the improvements as recommended in (2) are made, the effect of traffic entering Cowlong Road from the development into the normal traffic stream will be negligible and no significant delays to entering traffic are anticipated. Further, the improvements to the northern entrance will improve the safety of vehicles entering Cowlong

Road from the development, as currently the sight distance is totally inadequate. Also, the works at the northern entrance will ensure that large vehicles entering or leaving the development will not sweep a path across opposing traffic lanes.

4. Traffic entering the Bruxner Highway - Cowlong Road Intersection

The current traffic volumes for peak times at this intersection were taken from RTA traffic counts and recent Lismore City Council classifier counts, and are represented by 16,000 vehicles per day along the Bruxner Highway and 700 vehicles per day along Cowlong Road. During peak times it is estimated that approximately 2400 vehicles per hour pass through the intersection along the Highway, and traffic counts indicate that up to 90 vehicles per hour enter the intersection from Cowlong Road. During peak times the average delay time for cars is 23.4 seconds and for trucks is 9.2 seconds. At present this is not considered to be an unreasonable delay time but it likely that this will increase as production increases at the processing plant and the traffic along the Highway increases. However, this was not considered to be a critical issue by the Traffic Advisory Committee as they considered that the additional traffic generated by the increased production at the processing plant was insignificant compared to the traffic volumes along the Bruxner Highway.

Utilities

Power and phone services adequate for the development are currently available. The subject site, however, does not benefit from a reticulated sewerage system and the treatment and disposal of effluent, both human and factory generated, is a significant issue with this proposal. Waste disposal is comment upon further in this report.

Water

An integral part of the application is proposed stormwater management works over the four respective stages aimed at the containment and treatment of all stormwater from the developed area.

Council's Environmental Health Section has assessed the proposed stormwater management system and comments are provided further in this report.

Recommended conditions addressing the required management system are included. Subject to appropriate design, construction and ongoing maintenance of the stormwater system, no significant impact upon the integrity of the drainage catchment is expected. Accordingly, no objection is raised to the development on the grounds of stormwater impacts.

Flora and Fauna

A preliminary Flora and Fauna Assessment was undertaken by Gary Opit, Ecos Environmental Consultants, to satisfy the requirements of both SEPP No. 44 and the relevant provisions of the Threatened Species and Conservation Act, this detailed assessment found that the proposal will not involve the imposition of a significant effect on any threatened flora or fauna species. However, there could be potential impact on the koala and a number of management and ameliorative strategies are proposed. It is considered appropriate that these form conditions of any Development Consent issued.

Noise

Council's Environmental Health Section has assessed noise requirements and recommends that a noise report be conditioned for Council's approval prior to release of any Construction Certificates. This report would form the basis of noise control conditions for the operation. Detailed internal design plans for the buildings have not been submitted with the application and the imposition of a condition requiring a detailed noise report is therefore considered appropriate.

In submissions received, residents have raised concern regarding the existing operation of the facility with external doors open, thereby increasing noise emissions. With any consent issued, Council has the opportunity of placing conditions so as to restrict or prevent doors to the processing facilities remaining open, outside of loading, general staff access requirements etc. Council could also require a noise test following completion of development to confirm that specified noise levels are being complied with.

Waste

This is comprised of solid waste, particularly nut husks, sewerage treatment requirements for employees and liquid effluent requirements resulting from the processing operations.

Waste treatment and disposal has been assessed by Council's Water and Wastewater Services and recommended conditions of consent are provided.

The applicant's Consultant has advised that it is intended to undertake pre-treatment of both factory and human waste effluent on site and to transport the treated effluent by pipes located in the Rous watermain easement along the highway alignment to the reticulated urban Lismore sewage system. It is recommended that any consent issued be conditional upon the design and approval of the temporary storage system and dependant upon connection to Council's sewerage system.

Economic Impacts

The development is expected to generate additional economic benefits for the region, from the ability to process additional nut tonnages. In addition, comment in the application that the expanded facility may result in additional full-time and casual employment is noted. The application includes a statement that the facility provides \$27 million in export and domestic revenue. No objection is raised to the application on economic grounds.

Social Impact

Of particular significance for this section are the potential noise, lighting and water quality issues associated with the development. In response to Council's advertising of the application, a number of submissions were received and comment on these is provided in the following section on submissions received.

79C(1)(c) The Suitability of the Site for the Development

Physically, the subject site is considered suitable for the proposed extension. The area is not identified as having risk of instability, landslip or other natural hazards. Bushfire risk for the development is considered to be low. The location of the former dip site adjacent to

the land is noted. The development will not involve disturbance to the former dip site, and stormwater can be diverted away from the site.

Drainage from the site can be accommodated with appropriate catchment drains and sediment control structures. The design of these should specifically prevent stormwater pollution from entering the watercourse to the west of the development area.

Adjoining and surrounding uses comprise a mixture of agriculture, tourist and residential activities. In this regard the existing development differs from surrounding uses. However, the suitability of a site for a particular development is dependent upon the impact of that development upon adjacent uses. It is considered that subject to appropriate water quality, effluent disposal, traffic management and noise control restrictions, the subject site remains suitable for the development, both existing and proposed.

The proposed extensions are unlikely to prejudice or prevent future activities on adjoining and surrounding lands.

From a cultural perspective the proposed development is considered appropriate. The additional building and servicing work will have minimal, if any, impact upon heritage or cultural significance of the site or adjoining lands.

Phone, power and water are available for the development. Reticulated sewer services, whilst desired by the applicant, are currently not available. Comment on this aspect has been made within the previous section of this report.

Locationally, the site is considered suitable, given its central position with respect to the region's prime macadamia production areas. The site benefits from highway frontage, although access is obtained from Cowlong Road. The proximity to the highway is considered appropriate given the heavy vehicle traffic required to access the site.

The layout of the development and the general topography of the site lends itself to additional landscaping work to minimise potential visual impact of the proposed additions.

In summary, the site is considered suitable for the development, subject to conditions of consent being proposed, addressing the various potential impacts.

79C(1)(d)

Any Submissions made in Accordance with this Act or the Regulations

In accordance with Council's Notification and Advertising Policy, the application was placed on public exhibition from January 13 to 27, 2000. In addition, all adjoining owners were notified of the application and afforded an opportunity to lodge a submission. Following the closure of the exhibition period six (6) submissions were received, five (5) in opposition to the Development Application and one (1) providing qualified support, yet raising a number of concerns. These are summarised below:

Submission 1

Reasons for Objection:

- Non compliance with requirements for factory door to be closed;
- Traffic safety concerns with respect to access to the development from Cowlong Road;
- Alleged incidences of macadamia nuts falling from trucks onto the roadway;
- Pollution of the creek caused by effluent and the effect this has on potable water supply for residents;
- Production tonnage allegedly exceeding current Development Consent restrictions;
- Question regarding current zoning of the land and whether Council would in future consider rezoning site to Industrial, in which case the submitter's land would be de-valued;
- Concern regarding compliance with landscaping conditions of consent;
- Impact of pests and rodents upon residents resulting from the operation of the development;
- Concluding concern that development consent conditions are not being complied with and Council should ensure this occurs.

Submission 2

Reasons for Objection:

- Staff of Macadamia Processing Co Ltd continue to park their vehicles in area believed to contravene consent requirements;
- The large factory door is left open late at night, resulting in unacceptable noise and light levels;
- Increase in vermin effecting residents resulting from the factory operation;
- Pollution of creek caused by effluent disposal;
- Allegations that current production tonnage exceeds those restricted under Development Consent;
- Product and other deliveries have been seen to be delivered to the factory well outside of acceptable hours, as late as 11.00pm and on weekends;
- Concern regarding the current 1(d) zoning of the site and whether the operation satisfies the requirements of a Scheduled Industry;
- Traffic safety concerns regarding access to the development;
- Concern over the potential for the development to expand further;
- Concern that if continued development is allowed, result is a quasi-industrial estate with loss of property values and loss of resident amenity.

Submission 3

Reasons for Objection:

- Concern over non-compliance with various conditions of consent;
- Objection to pollution of water course which feeds into Marom Creek and eventually into the Ballina water supply;
- Submitters states presence of Platypus in the creek and draws attention to the omission of this in the Fauna Impact Study submitted with the application;
- Vermin caused by the development;
- Noise from drying fans, trucks and forklifts operating, as well as traffic generation.

Submission 4

Reasons for Objection:

- Objection due to non-compliance of the developer to previous Council consent conditions, resulting in excessive noise and light pollution;
- Considers applicant's noise study is inaccurate given the positioning of a residence 169 metres from the silos, not 270 metres as stated in the Report, and that the factory doors are open during operation of the facility, whereas they were closed at the time the noise readings were undertaken. This point includes detailed comment on the nature of noise assessment, the incidence of background creep, EPA requirements and the methodology for noise assessment. A copy of the submission is provided for Councillor's information and relevant Group Manager's comments relate to the concerns raised regarding the methodology and conclusions of the noise study;
- Non-compliance with delivery hours, with macadamia nuts allegedly being received at the plant after 5.00pm on weekdays and during weekends;
- Concern with proposal to put in trenches and the potential for these to direct moisture towards the old dip site. Concern over what level of contaminated site remediation was undertaken at the dip;
- Objection to pollution of the adjacent creek and allegations of previous pollution discharges;
- Questions feasibility of proposal to place sewer within the reticulated scheme;
- Concern that production tonnage rates are being exceeded and that this was confirmed at a meeting the Processing Company held with residents;
- Access to the site from Cowlong Road is dangerous. Considers an independent traffic survey should be undertaken;
- Concern over proposed removal of trees at the exit from the factory into Cowlong Road;
- Objection due to non-compliance with previous carpark conditions, particularly the requirement that employees working between 2.00pm and 6.00am not utilise the most southern unsealed carpark. Objection that the proposed additional carpark is in this location;
- Objection to vermin resulting from the development.

Submission 5

This submission is from three (3) individuals, two (2) of these being the author of the previous submission commented upon.

Reasons for Objection:

- Production is exceeding current consent requirements;
 - Noise pollution issues, including the factory door remaining open at nights, carparking in southern carpark after 2.00pm and inconsistencies in the noise consultant's report;
 - Product receipt occurs outside of restricted hours;
 - Non-compliance with a range of current development consent conditions. Instances cited include: pollution of water course caused by effluent and greywater, lack of airconditioning for complex despite consent condition, list of paid road levies being inaccurate;
 - Concern over relation of proposed absorption trenches to old dip site and potential for leaching problems;
-

- The zoning of the site being Agricultural 1(b) and definition of a Scheduled Premises and the involvement of the EPA prior to July 1999;
- Decreasing land values;
- Lack of certainty over proposed effluent and greywater disposal changes;
- Road safety;
- Vermin;
- Health issues with dirty industrial fans blowing directly over nut sorting tables.

Submission 6

This submission provides qualified support for the application on the basis that the continuation of the processing plant is economically beneficial. The submission, however, raises concern over the lack of compliance with previous conditions of development consent and argues that no further approval should be provided until all previous DA approval conditions have been complied with.

Responses from Government Departments

The Development Application was referred to the Roads and Traffic Authority for comment. The Authority has advised Council by way of letter that it has concerns about increased traffic volumes, particularly heavy vehicles, impacting on safe operation of Alphadale, Cowlong Road, Bruxner Highway Intersection. The Authority, however, advises it would have no objection to the proposal, provided there is no significant increase above present levels of traffic using the intersection to access the site.

Comment on the RTA's concerns and traffic assessment are included in the Engineer's comments further in this report.

The consultant planner for the applicant was provided with a list of the issues raised from the submissions and the applicant's response addressing those issues is included as an attachment to the Business Paper for Council's information. Where appropriate, the Council Officer's response to the submission will include statements as provided by the applicant.

Summary of Issues Raised

These can be grouped under the following headings:

- non-compliance with previous conditions of development consents
 - vermin control
 - landscaping provisions
 - production tonnage rates allegedly exceeding those provided for under development consent conditions
 - concern over the scale of the development, given the 1(d) rural zoning
 - concern that development of the site decreases adjoining and surrounding land values
 - traffic access and safety concerns
 - objection to relating to noise associated with the development
 - objection to effluent and sewage disposal systems, in particular pollution of nearby watercourse
 - location of proposed additional carparking with respect to noise and vehicle lights effecting nearby residents.
-

These issues are addressed in the following Section.

Environmental Health Section Comments

In addition to comments from Council's Consultant Engineer (included previously in this report), detailed comments were provided by Council's Environmental Health Section as follows:

Inspections of the site and assessment of the Statement of Environmental Effects has been undertaken by council's Environmental Health Unit (EHU). Discussions have also been held with Macadamia Processing Pty Ltd Technical Manager, Larry McHugh.

The following comments are made based on the assumption that all wastewaters, both factory and human generated will be dealt with via Council's centralised sewage system. At the time of writing these comments, no information had been submitted to the EHU indicating that the proposal involves any treatment, storage or disposal of wastewaters onsite, therefore no comments from the EHU are provided regarding this.

1. Stormwater Management

Technical Report submitted by Bill Payne and Associates provides for two constructed wetland detention basins designed to intercept stormwater from factory roof areas and hard surface areas such as loading docks, driveways, carparks and the like.

The report indicates that the detention basins will be designed to limit silt and pollutants and provide detention to prevent flooding downstream.

A standard design drawing for a wetland basin taken directly from the NSW Department of Housing document "Managing Urban Stormwater" has been submitted by Bill Payne and Associates.

Calculations to size the basin undertaken by Bill Payne and Associates uses average annual rainfall values. Due to most of our regions rainfall occurring over a 3 month period a more realistic approach is to use peak flow rate in design storm. This will vary the design capacity of the sedimentation basin/wetland.

The runoff co-efficient value used by the consultant of 0.35 and 0.37 is also not realistic.

The concept of wetland basins to intercept and treat concentrated stormwater flows coming off the site is supported by Council's EHU.

The Consultant's report provides no information or discussion regarding ongoing management of the proposed wetlands. Ongoing managements of artificial wetlands is critical to ensure optimum performance.

The proposed location of one of the wetland basins is in close proximity to a former cattle tick dip site.

Only standard information available on a community information computer package from the Department of Agriculture has been included. Excavation works undertaken to construct this wetland basin will be critical if contamination migration from the dip has occurred. (See dip site section below).

The EHU is satisfied that condition 7 recommended by Council's Development Control Section will resolve outstanding matters identified above.

2. Noise

The report provides a compliance certificate from Noise Consultant, HK Clarke and Associates Pty Ltd dated November 11, 1999 certifying that with the entire subject equipment in operation, the factory was not producing "offensive noise" ie <37dB(A) at nearby residences.

The report also states that: "All proposed factory processing activities, other than the silo storage, are and will be conducted within a suitably enclosed acoustically sound building".

Management practices have also been introduced such as designated parking areas for shift workers, restricted truck access hours staff training etc to reduce noise impact.

The report does not provide predicted sound pressure levels as a result of the proposed expansion or acoustical work required to ensure the proposal does not create offensive noise.

This can be submitted with the construction certificate and conditions are recommended.

3. Dip Site

Only readily available information has been provided from the Consultant, regarding potential for contamination being the Department of Agriculture's DIPMAC Data Base.

The Consultant states that "The existing factory complex is 50+m upslope of the former dip site". No further discussion is provided on risk of soil contamination.

The intent of the DIPMAC data base is not that it be used to determine if a proposed development is going to be affected by contaminated soil. The information in the data base is generally limited particularly with regard to migration of contamination from the dip, concentrations of contaminants etc.

Site inspections have revealed that the likelihood of soil on the site proposed to be developed having been contaminated by the nearby dip is low, however, additional sampling and site assessment processes must be undertaken to clarify this.

In particular the wetland basin identified as DP2 on the site plan requires significant excavation works during construction and is located only approximately 30m from the dip yard.

The EHU has recommended conditions so that the issue of potential contamination is adequately addressed.

Planning Comments

1. Non-compliance with conditions of development consents.

This concern has been raised in all submissions received from residents, including one which offers qualified support for the proposal. Since 1985 the development has been subjected to fourteen (14) Development Consents, resulting in a substantial number of development consent conditions relating to different operational and construction aspects for the facility. From the submissions received it is evident that two of the main concerns regarding non-compliance related to the operation of the processing plant with external doors remaining open (thus increasing noise emission and lighting nuisance at night) and the requirement of consent limiting production to a maximum of 8,500 tonnes per annum.

The requirement for the door of the production area to remain closed during operation time is contained in Development Consent 85/3014 issued December 1987 for the completion of the main factory complex/retail kiosk and associated landscaping and general works. This condition of consent reads:

“Prior to the installation of any machinery, Council’s Environment and Development Services Division is to be provided with a plan of the proposed machinery and its layout, detailing any noise reduction measures. In this regard, the Council requires the door of the production area to remain closed when the machines are operating and that room to be airconditioned.”

The applicant’s consultant’s response to this issue is that the condition is unclear, ambiguous and unworkable in a practical operational sense, thereby creating confusion. The consultant raises the question as to which the door this condition applies for, which production area and whether the machinery is to be shut down when a door is open. Furthermore, as a building application was submitted to and approved by Council prior to the erection and occupation of the building, the condition in essence has been complied with.

With Development Consents issued expanding the production and warehousing areas since the 1985 consent, it could be argued that some ambiguity has arisen in respect of the condition and its level of applicability. Notwithstanding this, the application at hand involves a substantial increase in processing of the plant and accordingly if Development Consent is issued, Council has an opportunity to reinforce the condition requiring relevant doors to remain closed whilst production is in operation.

Regarding the need for airconditioning of the production area, the applicant's consultant states that the Development Application proposes, as part of the overall internal alterations, to provide airconditioning to "*appropriate sections of the factory*". It is unclear as to exactly what is meant by "appropriate sections of the factory", however again Council has the ability with any Development Consent issued to require airconditioning within various parts of the development, provided Council is satisfied that this is required to achieve the desirable level of amenity to adjoining residents through the restriction of noise emissions.

Development Consent 99/449 dated September 14, 1999, granted consent for the 24 hour operation of the factory component. Condition 7 of this consent limits processing throughput at 8,500 tonnes per annum and advises that a further Development Application is required for any proposed increase in production above this rate.

The applicant's consultant advises that the current proposal before Council is to increase production to a capacity of 20,000 tonnes per annum and notes that prior to the 1999 Consent, there was no limitation placed on product throughput. The submission states that since September 1999 the complex has only received 4,200 tonnes of product, therefore remaining in conformity with the consent requirement.

There are a number of other concerns from residents relating to the proposed expanded facilities, in light of perceived non-compliance with various aspects of earlier consents issued. In general, it is noted that Council has sufficient legislative provisions at hand to ensure compliance with Development Consent conditions and has legal avenues, particularly through the Land and Environment Court in respect of any identified breaches. With the current Development Application, Council is required to fully consider environmental, social and physical aspects relating to the development and has the ability to place such appropriate conditions to mitigate perceived impacts. Council can then monitor a given development to ensure compliance with consent requirements.

2. *Vermin Control*

The applicant's consultant advises that a vermin bating program is in place and as a result of community concerns, is to be extended. No specific details on the bating program has been submitted with the Development Application, however it is noted that with any consent issued, Council can require the formal submission of a bating program for approval.

3. *Landscaping*

Landscaping surrounding the current development is considered adequate, with the exception of the proposed additional carparking. In this location, the subject site is quite exposed to view from the Bruxner Highway. The undertaking of additional landscaping to help screen this section of the development should be a requirement of any development consent issued.

4. *Production Tonnage Rates*

This aspect has been commented upon within point 1 above. With appropriate conditions of consent, it is considered the impacts of receipt, production and export of additional tonnage will be minimised.

5. *Suitability of Current Zoning*

The development, which constitutes a rural industry, is a permissible use upon the site with consent. Accordingly, no zoning change is required. It is considered that there is no identified benefit in rezoning the site to industrial given the compatibility of the current and proposed development within the Rural 1(b) Zoning.

6. *Decreasing Land Values*

No empirical evidence has been provided to substantiate concerns regarding the potential loss of property values from the proposed expanded development. The applicant's consultant identifies that "land use in the immediate locality of the site which affect land values are a mix of rural small holdings, rural residential, tourist uses, cemetery and a highway carrying a regional traffic volume". This consideration is acknowledged.

The proposed development has (for zoning purposes) been identified as appropriate within the locality and Council, through issuing various Development Consents, has identified the site as suitable for the particular development. Notwithstanding this, Council has a responsibility to assess the impacts of the proposed development upon the lifestyle and amenity of adjoining and surrounding residents.

7. *Traffic*

Comments from Council's Consultant Development Engineer are relevant here. The increased traffic generation is considered acceptable and recommended road and intersection upgrading works, as well as contribution requirements, will address the access infrastructure needs for this proposal. The increase in traffic for the development is considered acceptable given the location of the development, its operational requirements and the recommended engineering works.

8. *Noise*

Council has with this application the opportunity to place conditions of consent to control noise emissions from the operations. A detailed noise report has been recommended to ensure appropriate noise control requirements will be in place. Possible ambiguity with noise requirements under the fourteen existing development consents is noted and Council has the opportunity to remove any ambiguity with any new consent issued for this application. Recommendations for noise control have been included previously in this report.

9. *Effluent and Sewerage Disposal*

Refer to Officer comments previous in this report. Effluent and sewerage disposal can be adequately accommodated through integration into Council's reticulated sewerage network. As indicated by the applicant, this may require temporary storage of effluent with placement into the Council system during lower demand periods. The impact upon residents of the area should be reduced given the current unsatisfactory on-site treatment processes being employed, particularly the use of a septic tank and trench system for human waste treatment.

10. *Carparking*

The application provides for adequate on-site parking for employees and visitors to the facility. Of concern to residents is the proposed additional parking area to the south of that existing. Concern relates to noise and lighting issues associated with vehicles access and exiting the development.

Whilst the subject site has extensive mature landscaping, in the area of the proposed additional parking, this landscaping is reduced creating limited visual barrier between the site and properties to the south. By requiring extensive landscaping to the immediate south of the proposed carpark, visual and amenity impacts can be reduced. It is recommended that Council require such additional landscaping with any consent issued.

79C(1)(e) The Public Interest

Of significance with this Section is economic impact.

It is accepted that the macadamia processing facility is a significant employer for the Council area, and that the proposal, in particular the ability to increase production, will result in additional economic gain for the Lismore region. The Statement of Environmental Effects submitted with the application identifies additional employment opportunities.

From a social perspective, the impacts of the development are more localised. These have been addressed earlier in this report.

It is considered that the development, if appropriately conditioned, constructed and operated, will not be contrary to the public interest. This view is, however, contingent on adequate traffic, stormwater and sewerage systems, and noise control measures being incorporated as conditions of any development consent issued and subsequent design considerations.

Conclusion

The application has been fully assessed under the requirements of the Environmental Planning and Assessment Act, and relevant considerations have been outlined within this report. The development, which constitutes a significant expansion of a leading rural industry, will result in continued growth and development of the macadamia industry within the region, along with employment growth at the facility.

There is, however, the potential for environmental and social impacts, predominantly through noise, lighting, water and sewerage treatment, and traffic impacts. It is considered that these impacts can be mitigated to appropriate levels by the placement and enforcement of various conditions of development consent.

Accordingly, and having regard to the relevant provisions of the Environmental Planning and Assessment Act, it is recommended that the application, as submitted, be approved.

RECOMMENDATION (PLA6)

That Council, as the consent authority, approve Development Application 99/910 for the staged extension of the macadamia processing facility and increased production, cnr Bruxner Highway and Cowlong Road, Alphadale, being Lot 22 DP 631981, subject to the following conditions:

CONDITIONS APPLICABLE TO ALL STAGES (STAGES 1, 2, 3 AND 4):

Planning

1 In granting this development consent, Council requires:

- All proposed buildings be constructed in accordance with any amendment or modification outlined in these conditions
- All proposed works be carried out in accordance with any amendment or modification outlined in these conditions
- Any proposed use of buildings or land be in accordance with any amendment or modification outlined in these conditions

and be substantially in accordance with the stamped approved plan(s) No. 99069 sheets DA1 to DA5 inclusive dated November 1999 and supporting documents submitted with the application. A copy of the approved plan is/are attached to this consent.

***Reason:** To correctly describe what has been approved. (EPA Act Sec 79C)*

2 Total production for the facility is limited under this consent to a maximum of 20,000 tonnes nut in shell per annum. Any proposed to extend production beyond this limit requires a further Development Consent from Council.

***Reason:** To provide a limitation to production and relativity of conditions.*

3 A statement of production amounts (nut in shell) signed by the General Manager for Macadamia Processing Company is to be submitted to Council by February 1 of each year for the preceding calendar year, certifying the production tonnage for that year.

***Reason:** To provide a monitoring base in relation to conditions.*

Drainage

4 Paved surfaces, landscaped areas, roof water and subsoil drainage systems, shall be designed so all water is directed to a drainage system acceptable to Council to prevent discharge runoff onto adjoining land. Full design details of the proposed drainage system shall be submitted for approval with the Construction Certificate, the layout shall being generally in accordance with the site plan 99069 - DA1 as submitted with the Development Application.

Reason: *To ensure that the land or adjoining land is not damaged by the uncontrolled discharge of concentrated runoff from any buildings and paved areas that may be constructed on the land. (EPA Act Sec 79C(b))*

- 5 Measures shall be put in place to control stormwater runoff. These control measures shall be in place prior to the commencement of works and shall prevent soil erosion and the transport of sediment from the development site into either:

- adjoining land
- natural drainage courses
- constructed drainage systems, or
- waterways.

All disturbed areas shall be stabilised and revegetated. Turfing or another approved seeding method shall be undertaken in each part of the development within 14 days of completion of earthworks. Topsoil shall be preserved for site revegetation. Details of sediment control measures and revegetation works shall be submitted to the Principal Certifying Authority for approval prior to release of the Construction Certificate.

Reason: *To ensure protection of natural waterways from the effects of transported sediment loads as a result of erosion and runoff from polluted environments .*

- 6 The proponent shall make satisfactory provision for stormwater to be directed through piped drains that are constructed according to Council's Development, Design and Construction Manual (as amended). All roof water from any proposed building and/or surface water from paved areas shall be directed to a Council approved drainage system.

Reason: *To ensure that the land or adjoining land is not damaged by the uncontrolled discharge of concentrated runoff from any buildings and paved areas that may be constructed on the land. (EPA Act Sec 79C(b))*

- 7 Suitable stormwater retention basin(s) shall be provided for the outfall of all concentrated stormwater within the site and shall be operational prior to the commencement of any works on site. The design of the basins shall be in accordance with the blue book from the Department of Housing, "Managing Urban Stormwater Soils and Construction" for the peak storm for a 5 year recurrence interval. The detention basins shall remain in place and shall be regularly maintained for the life of the development and shall be maintained in accordance with a management plan written specifically for that purpose. The basin shall also be designed for a maximum retention period of 15 days and shall not be permitted to develop anaerobic bacteria.

Reason: *To ensure protection of natural waterways from the effects of transported sediment loads as a result of erosion and runoff from polluted environments.*

Earthworks

- 8 The slope of any fill batter shall not exceed 1:4. The batter shall be stabilised with plantings and maintained in a neat state. Details of plantings shall be submitted to the Principal Certifying Authority prior to release of the Construction Certificate.

Reason: *To ensure protection from the effects of subsidence and/or slip. (EPA Act Sec. 79C(c))*

- 9 Bulk earthworks shall not commence on site before the release of the Construction Certificate.
-

Reason: *To ensure protection from the effects of subsidence and/or slip. (EPA Act Sec. 79C(c))*

- 10 Prior to the release of the Subdivision Certificate, a NATA registered geotechnical testing authority shall submit documentary evidence, certifying that any fill material placed for the construction of building platforms has been placed in accordance with Australian Standard 3798 "Guidelines on earthworks for commercial and residential developments".

Reason: *To ensure the development is completed in accordance with the conditions and approved construction design plans. (EPA Act Sec 79C(b))*

Roads

- 11 The proponent shall provide the following roadworks with associated stormwater drainage structures that have been designed and constructed in accordance with Council's Development, Design and Construction Manual (as amended). The proponent shall be responsible for any costs, including maintenance, for a period of six months from the date of approval of completion of the work. Required roadworks include the works indicated on Plan No 99069 - DA5 amendment C as submitted with the Development Application. The works shall include:

- Widening of Cowlong Road between the two existing entrances to 7.0m with the pavement composition to match the existing pavement and to be finished with a single coat 14mm bituminous seal for the full width of the road.
- The northern entrance to the site shall be reconstructed to allow the free turning movement of semi trailer trucks and shall provide for a sight distance of 105m. The pavement composition shall be of minimum depth 300mm of DGB 20 FCR and shall be sealed for a distance of 25m from the edge of the seal in Cowlong Road.
- Kerb and gutter shall be constructed to inside the property boundary along the returns of the northern entrance, and for the extent of the road widening along the western edge of Cowlong Road

An accredited certifier or practising qualified surveyor or engineer shall submit to the Principal Certifying Authority for approval prior to the release of the compliance certificate, a "works-as-executed" set of plans and construction certification. The compliance certificate for construction shall detail satisfactory completion of all roads, drainage and civil works required by this development consent and Construction Certificate.

Reason: *To ensure an adequate road network in accordance with adopted standards. (EPA Act Sec 79C(a))*

- 12 Full design plans of the proposed engineering works to satisfy conditions 4, 5, 6, 7, 8, 11 and 14, shall be submitted to the Principal Certifying Authority for approval prior to the issue of a Construction Certificate. If such plans are approved by Council, a checking fee is payable on submission of engineering design plans for drainage or roadworks and shall be charged in accordance with Council's fees and charges at the time of the service.

Reason: *To ensure an adequate road network in accordance with adopted standards. (EPA Act Sec 79C(a))*

- 13 Prior to carrying out any works within a public road reserve, the proponent shall complete an application for road opening permit and receive written approval from Council. Satisfactory arrangements for restoration with Council's City Works Group shall also be required, with all works
-

constructed according to Council's Development, Design and Construction Manuals (as amended). All costs shall be the responsibility of the proponent.

Reason: *To ensure all restoration works are in accordance with Council's minimum standards (EPA Act Sec 79C(b))*

- 14 The proponent shall provide a plan of management for the construction of all civil works outside the real property boundaries of the proposed development. The plan shall table scheduling of works so as to be completed in the shortest possible time with minimal impact on the general community. Such plan shall include a Traffic Control Plan prepared by an RTA accredited person. This plan of management shall be provided and approved by the Principal Certifying Authority prior to the release of any Construction Certificate.

Reason: *To ensure no conflict occurs between civil works and general public during construction.*

Vehicular Access

- 15 Driveways, access aisles and parking areas shall be provided with a bitumen sealed or other approved surface. Such a surface shall be on a suitable pavement, constructed and maintained in accordance with Council's Development, Design and Construction Manuals (as amended).

Reason: *To provide adequate internal circulation roads and to prevent dust and the transport of eroded road pavement material for the anticipated traffic that will be generated by the development. (EPA Act Sec 79C(a))*

- 16 All loading and unloading shall take place within the property boundaries, including the parking of construction and private vehicles associated with the development.

Reason: *To provide adequate off street parking space for the anticipated traffic that will be generated by the development. (EPA Act Sec 79C(a))*

- 17 Vehicles using any off-street loading/unloading and/or parking area must enter and leave in a forward direction, in accordance with Council's Development Control Plan No. 18 - Off Street Carparking Requirements. All driveways and turning areas shall be kept clear of obstructions that prevent compliance with this condition.

Reason: *To ensure adequate access to and from the development. (EPA Act Sec 79C(c))*

Car Parking

- 18 Provision shall be made for an additional 50 carparking spaces with a bitumen sealed, paved or equivalent hard surface constructed and landscaped in accordance with the requirements of the Council's Development Control Plan No. 18 Off Street Carparking Requirements. Documentary evidence to be submitted to the Principal Certifying Authority prior to the release of an Occupation Certificate.

Reason: *To provide adequate off street parking space for the anticipated traffic that will be generated by the development. (EPA Act Sec 79C(a))*

- 19 A sign shall be erected to clearly indicate off-street parking is available.
-

Reason: *To ensure the free flow of traffic and comply with traffic regulations. (EPA Act Sec 79C(c))*

- 20 All vehicles connected with the premises shall be parked or garaged within the property at all times.

Reason: *To ensure activities relating to the development do not interfere with the movement of traffic along the public road. (EPA Act Sec 79C(b))*

- 21 The new car parking area proposed on Plan No 99069 - DA1 as submitted with the Development Application shall be restricted in its use to the day time working shift and shall be locked off from use between the hours of 6:00pm and 6:00am.

Reason: *To preserve the environment and existing or likely future amenity of the neighbourhood. (EPA Act Sec 79C(b))*

Section 94 Contributions

- 22 Payment of contributions levied under Section 94 of the Environmental Planning and Assessment Act and Lismore City Council S94 Contributions Plan 1994 (as amended) are required. Such levies shall contribute towards the provision of public services and/or amenities identified in the attached schedule. Such levies shall be calculated at the rate(s) in effect on the date the Construction Certificate is granted. The rates and amounts applying at the date of this notice, totalling \$14,940 payable to Council must be by bank cheque or cash. Personal cheques are not acceptable. All contributions, bonds etc. shall be paid prior to the Construction Certificate is granted.

Should levies set out in the attached schedule not be paid within twelve (12) months of the date of this consent, the rates shall be increased in accordance with the percentage increase from the date of approval to the date of payment, as notified by the Consumer Price Index (Sydney).

The contributions set out in the schedule are exclusive of any GST (if any) and if the provision of any services or the construction of any infrastructure or any other thing with those contributions occurs after July 1, 2000, then in addition to the amount specified above the Applicant will pay to the Council the GST (as defined below) which is payable by the Council in respect of the provision of such services or construction of any infrastructure or any other thing.

If the contributions set out in the schedule, or part thereof, are to be met by the dedication of land or other approved Material Public Benefit, then the Applicant will pay to Council the GST (defined below) applicable to the value of land dedicated or (Material Public Benefit) which is payable by the Council in respect of the provision of such services or construction of any infrastructure or any other thing.

GST means any tax levy charge or impost under the authority of any GST Law (as defined by the GST Act) and includes GST within the meaning of the GST Act.

The GST Act means A New Tax System (Goods and Services Tax) Act 1999 or any amending or succeeding legislation.

Reason: *To provide funds for the provision of services and facilities identified in Lismore City Council's Section 94 Contributions Plan dated July 1999 as required by the increased population or activity. (EPA Act Sec 94)*

Building

- 23 The following building works are to be certified by Council or by an Accredited Certifier in the form of a Compliance Certificate. In the event that Council is the Principal Certifying Authority, you are required to notify Council at least 24 hours prior to the inspection.
- (a) Footings - the foundation trenches are open and the steel reinforcement is in position, prior to concrete being placed.
 - (b) External drainage - the drainage lines have been laid externally by the plumber and or drainer, so that a water test may be carried out, prior to the pipes being covered. The internal drainage is to be certified by the plumber and or drainer and a layout plan to be submitted to Council prior to pouring of the concrete slab.
 - (c) Slab - the slab reinforcement is in position, prior to concrete being placed.
 - (d) Framework - the framework is completed, wet area flashing in place, external brickwork erected (where applicable) and the roof covering in position, prior to fixing the internal linings.
 - (e) Occupation - the building is completed or an Occupation Certificate is required.

In the event that Council is the Principal Certifying Authority, you are required to notify Council at least 24 hours prior to the inspection.

Reason: *To assess compliance with this approval.*

NOTE: Please note that rural areas and villages will only be serviced for building inspections on Tuesdays and Thursdays. Council seeks your co-operation in organising your works program to suit these times.

- 24 The building is not to be occupied until an Occupation Certificate is issued by the Principal Certifying Authority.

Reason: *To meet statutory requirements and to ensure compliance with this approval.*

- 25 Council to be advised on completion of the building work.

Reason: *To assess compliance with this approval.*

- 26 Before work is commenced Council must be informed in writing of the name and accreditation number of the Principal Certifying Authority who has been appointed to do the work.

Reason: *Required by Section 113 of the Local Government Act.*

- 27 Prior to the issue of a Construction Certificate, the applicant shall submit written advice from the NSW Fire Brigades that the design of the 6 metre wide fire fighting access road surrounding the building is suitable for use by the Fire Brigade.

Reason: *To ensure fire trucks can negotiate the road.*

- 28 Application being made to Lismore City Council for any activity proposed under Section 68 of the Local Government Act.

Reason: *To comply with the statutory requirements.*

Water and Sewerage

- 29 The proposed extension to the development, the subject of this consent, is not to proceed until the satisfactory arrangements are made between the applicant and the Council for the disposal of all
-

factory and human waste generated by the development into Council's reticulated sewage system. All associated costs in relation to connection to the sewerage system are to be borne by the developer.

Reason: *To ensure adequate protection of utility services and to ensure compliance with the Trade Waste Approval. (EPA Act Sec 79C(b))*

- 30 Prior to the release of the Construction Certificate, an application to discharge trade waste, including a plan that contains all details of the proposed trade waste installation, shall be submitted to Lismore City Council. Designs are to be in accordance with Australian Standard 3500, the NSW Code of Practice - Plumbing and Drainage and the DLWC guidelines for the On-site Pre-treatment of Trade Waste Discharges to Sewer.

Reason: *To ensure adequate protection of utility services and to ensure compliance with the Trade Waste Approval. (EPA Act Sec 79C(b))*

- 31 Prior to release of the Construction Certificate an approval to discharge Trade Waste under Part 3 of the Local Government (Approvals) Regulations 1999 is to be obtained from the Water and Wastewater Section.

Reason: *To ensure adequate protection of utility services and to ensure compliance with the Trade Waste Approval. (EPA Act Sec 79C(b))*

- 32 The proponent is responsible for ensuring that the existing water/sewer pipe is not damaged while performing the works. If the existing water/sewer pipe is damaged during the course of performing the works, the proponent will:

- notify Lismore City Council immediately when the breakage occurs, and
- repair the damage at no cost to Lismore City Council.

Reason: *To ensure adequate protection of utility services. (EPA Act Sec 79C(b))*

- 33 Full design plans of the proposed engineering works to satisfy condition(s) shall be submitted to Lismore City Council. Such plans must be approved by the Manager-Water and Sewerage before the issue of the Construction Certificate. Construction of these works will need to be completed before a Certificate of Compliance is issued by Lismore City Council under s.26 of the Water Supply Authorities Act 1987.

Reason: *To provide adequate services for the development (EPA Act Sec 79C(c))*

- 34 The proponent shall pay to Council all Water and Sewerage Headworks Levies deemed necessary by Council and in accordance with Section 64 of the Local Government Act 1993, as detailed in the attached schedule. Such levies shall be paid prior to release of Construction Certificate.

The contributions set out in the schedule are exclusive of any GST (if any) and if the provision of any services or the construction of any infrastructure or any other thing with those contributions occurs after July 1, 2000, then in addition to the amount specified above the Applicant will pay to the Council the GST (as defined below) which is payable by the Council in respect of the provision of such services or construction of any infrastructure or any other thing.

If the contributions set out in the schedule, or part thereof, are to be met by the dedication of land or other approved Material Public Benefit, then the Applicant will pay to Council the GST (defined below) applicable to the value of land dedicated or (Material Public Benefit) which is payable by the Council in respect of the provision of such services or construction of any infrastructure or any other thing.

GST means any tax levy charge or impost under the authority of any GST Law (as defined by the GST Act) and includes GST within the meaning of the GST Act.

The GST Act means A New Tax System (Goods and Services Tax) Act 1999 or any amending or succeeding legislation.

Reason: *To provide funds for the provision of services and facilities identified in Lismore City Council's Section 64 Contributions Plan dated February 1996 as required by the increased population or activity. (EPA Act Sec 94)*

35 The applicant is to provide full details of

- a) The discharge arrangement at Council's sewer manhole 19D16A.
- b) The pump station with the magnetic flow meter.
- c) The effluent quality monitoring system downstream of the pumping station.
- d) Proposed discharge times

These details are to be submitted for approval prior to the issue of the construction certificate and shall be designed, constructed and operated in accordance with Lismore City Council's adopted standards.

Reason: *To ensure that the Council's existing sewer services are not overloaded. (EPA Act Sec 79C(b))*

36 The Applicant shall be responsible for the full cost of any associated sewerage maintenance considered necessary by Lismore City Council's Manager- Water & Waste Water for a period of twelve months from the date of approval of the work.

After satisfactory completion of this work, a practising qualified surveyor shall submit "works-as-executed" set of 1:1000 transparency plans and plans in digital format (Autocad or similar) showing these works.

Reason: *To ensure adequate protection of utility services. (EPA Act Sec 79C(b))*

37 The applicant to have an Easement for sewerage line where the sewerage line traverses private property, and written permission to be obtained from all relevant Authorities prior to the construction of the sewer line.

Reason: *To ensure that all relevant approvals are in place.*

38 Maintenance and the operation of the proposed infrastructure will be the full responsibility of the applicant.

Reason: *To set clear responsibility guidelines.*

39 The applicant is to seek approval from the necessary agencies, including the Department of Health and Council's Environmental Health Section for the use of effluent reuse for washdown purposes.

Reason: *To ensure that all relevant approvals are in place.*

Environmental Health

40 A noise report undertaken by a recognised acoustical engineer which provides predicted sound pressure level from the proposed operation and details of any acoustical works and management practices necessary to ensure offensive noise does not result from the operation, must be submitted to Council for approval prior to release of the construction certificate.

Reason: *To ensure that noise monitoring is kept to acceptable levels.*

- 41 A report undertaken by a suitably qualified professional which identifies any contamination plume around the dip site and any impacts on the proposed development must be submitted to Council prior to release of the construction certificate. Sampling must be carried out in accordance with the NSW EPA Contaminated Sites "Sampling Design Guidelines".

Reason: *To ensure that the dip site and surrounds are to acceptable environmental health standards.*

- 42 A plan of management detailing proposals for ongoing inspection and maintenance of the stormwater management system are to be submitted to and approved by Council prior to the release of any Construction Certificates for the development.

Reason: *To ensure that stormwater management is an acceptable level.*

Planning

- 43 External building colours are to match those existing and as detailed in the Statement of Environmental Effects.

Reason: *To ensure satisfactory visual appearance of the development.*

- 44 Telephone systems are to be modified and operated so as to reduce the level of night time alarm signal. Details regarding this modification are to be submitted to Council for approval prior to construction work commencing.

Reason: *To reduce potential after hours noise nuisance.*

- 45 During construction the environmental impact amelioration recommendations by Gary Opit - Ecosystem Environmental Consultants, as contained in Section 9.5 - General Ameliorative Measures in the Report dated December 1999 submitted with the Development Application, are to be adhered to.

Reason: *To ensure compliance with submitted environmental safeguards.*

- 46 A rodent baiting programme is to be developed and submitted to Council for approval prior to construction commencing. This programme is to outline measures to be taken by macadamia processing company to control the incidence of vermin for the development.

Reason: *To ensure an adequate vermin control is provided.*

- 47 The Macadamia Processing Company is to submit to Council an annual compliance report (certified by the General Manager - Macadamia Processing Company) identifying compliance or otherwise with the conditions of this consent. The report is to be submitted to Council no later than February 1 each year, to cover the preceding year. The first report is due February 1 of the year following the commencement of construction works.

Reason: *To ensure an overall annual compliance with all conditions as set.*

- 48 A detailed landscape plan shall be submitted to Council prior to the release of any Construction Certificate, this plan identifying proposed landscaping to the immediate south of the additional carparking facility.
-

Reason: *To provide landscaping detail.*

- 49 The applicant shall appoint a liaison person to represent the company and to liaise with Council and the public on the operation of the facility in accordance with this Development Consent. The name of that person and when and where they may be contacted must be notified to the public by notice in a local newspaper prior to the commencement of any construction works, and thence annually during the operational life of the development.

Reason: *To ensure formal access to a person responsible for operational compliances.*

Noise

- 50 All external doors associated with the existing processing building and proposed Stage 1, 2, 3 and 4 buildings are not to be left open during operation of the facility. In particular the opening on the southern side of the existing processing building, and loading access at the northern and southern end of storage (warehouse) and openings on southern side of Stage 3 and 4 storage buildings are not to remain open except for loading/unloading and general staff access.

Reason: *To ensure that noise levels are properly contained.*

- 51 A noise test is to be undertaken within three months of completion of each stage of the development certifying compliance with noise control requirements. In the event that noise levels are exceeded, works are to be undertaken to be of compliance.

Reason: *To provide a monitoring procedure for noise issues.*

- 52 Airconditioning is to be provided within the processing area so as to comply with relevant WorkCover and occupational health and safety requirements and to prevent the need for external openings to remain open to meet these requirements. Details are to be submitted to Council for approval prior to the issue of any Construction Certificates.

Reason: *To provide for satisfactory work environment whilst containing noise escape.*

ADVISORY NOTES

NOTE 1: Water and/or Sewerage Headworks levies payable under the Water Supply Authorities Act 1987 totalling \$263,137 will need to be paid to Council prior to Council issuing a Construction Certificate under s.26 of the Water Supply Authorities Act 1987.

The contributions set out in the schedule are exclusive of any GST (if any) and if the provision of any services or the construction of any infrastructure or any other thing with those contributions occurs after July 1, 2000, then in addition to the amount specified above the Applicant will pay to the Council the GST (as defined below) which is payable by the Council in respect of the provision of such services or construction of any infrastructure or any other thing.

If the contributions set out in the schedule, or part thereof, are to be met by the dedication of land or other approved Material Public Benefit, then the Applicant will pay to Council the GST (defined below) applicable to the value of land dedicated or (Material Public Benefit) which is payable by the Council in respect of the provision of such services or construction of any infrastructure or any other thing.

GST means any tax levy charge or impost under the authority of any GST Law (as defined by the GST Act) and includes GST within the meaning of the GST Act.

The GST Act means A New Tax System (Goods and Services Tax) Act 1999 or any amending or succeeding legislation.

NOTE 2: In relation to Condition No. >(WS6A), approval from the Department of Land and Water Conservation (DLWC) and Lismore City Council is required prior to discharging Trade Waste into the sewerage system. This approval from DLWC can take up to two (2) months to grant. Application forms will be forwarded by Council to the DLWC and are available from Lismore City Council. An application fee is payable on the submission of a Trade Waste Application. The current application fee can be obtained by contacting Council.

NOTE 3: The proponent is advised to consult Rous County Council regarding their requirements for the provision of services to the development and the location of existing services that may be affected by proposed works, either on site or on the adjacent public road(s).

NOTE 4: Prior to commencing any construction works, the following provisions of the Environmental Planning and Assessment act, 1979, are to be complied with:

- (i) A Construction Certificate is to be obtained from the Consent Authority or an Accredited Certifier in accordance with Section 81A(2)(a) of the Act.
- (ii) A Principal Certifying Authority is to be appointed and Council is to be notified of the appointment in accordance with Section 81A(2)(b) of the Act.
- (iii) Council is to be given at least two (2) days notice of the persons intention to commence building works, in accordance with Section 81A(2)(c) of the Act.

NOTE 5: The applicant may apply to the Council or an Accredited Certifier for the issuing of a Construction Certificate and to be the Principal Certifying Authority to monitor compliance with the approval and issue any relevant documentary evidence or certificates.

NOTE 6: This development approval does not guarantee compliance with the Disability Discrimination Act and the developer should therefore investigate their liability under the Act. Council can assist developers by directing them to Parts 2, 3 and 4 of Australian Standard 1428 - Design for Access and Mobility (Part 1 is mandatory in the BCA).

DATE FROM WHICH CONSENT OPERATES

Section 83 of the Environmental Planning and Assessment Act provides that the consent shall become effective and operate from the date endorsed upon the notice, **except** in the case of designated development to which objections have been lodged, when the consent shall become effective 28 days after the consent is issued.

Where an appeal is lodged, either by the applicant or an objector in respect of designated development, the consent shall remain in deferment and not become effective until the appeal has been determined. The consent shall be void if, on appeal, the development is refused.

COMPLIANCE

The development shall be carried out in accordance with the application, and “approved plans” as may be attached to this consent, and as amended by the foregoing conditions. **All conditions** shall be complied with prior to occupation of the development and, where appropriate, during the operating life of the development.

REVIEW OF DETERMINATION

Under the provisions of Section 82A of the Environmental Planning and Assessment Act 1979, an applicant may request the Council to review a determination of the application. The request for a review must be made within twenty eight (28) days after the date of the determination.

RIGHT OF APPEAL

If you are dissatisfied with this decision, Section 97 of the Environmental Planning and Assessment Act 1979 gives you the right of appeal to the Land and Environment Court within 12 months after the date on which you receive this notice.

Where an appeal is made in the case of a designated development, each person who objected is required to be given notice of the appeal, and will have the right to be heard at that hearing.

Except in the case of designated development, there is no provision within the Act for a third party (objector) to appeal against the consent issued by the Council.

LAPSING OF CONSENT

To ascertain the extent to which the consent is liable to lapse, refer to Section 95 of the Environmental Planning and Assessment Act, 1979.

Section 95 of the Environmental Planning and Assessment Act generally provides that development consent shall lapse after three (3) years from the date of operation of this consent, unless building work, engineering or construction work relating to this development is commenced on the land.

EXTENSION OF CONSENT

In accordance with Section 95A, upon receipt and consideration of written application to the Council, an extension of twelve (12) months may be granted should the consent be valid for a period of less than five (5) years. Written application (including reasons for requesting such extension) is to be submitted to Council at least one month prior to the consent notice expiry date. Council cannot approve any more than one (1) application for a twelve (12) month extension to any consent notice.

NOTICE TO COMPLETE

Where development has been commenced, but the work not completed, Section 121B provides that the Council may issue an order requiring completion of the work within a specified time, being not less than twelve months.

LISMORE CITY COUNCIL

DEVELOPMENT CONSENT NO: 99/910

ADDRESS: Cnr Bruxner Highway & Cowlong Road, Alphadale

IMPORTANT TO NOTE

The rates and amounts shown against the various items below are those applicable as at date of original consent. If these levies are not paid within twelve (12) months of the date of original consent, the rates shall then be increased on an annual basis in accordance with the prevailing Australian Bureau of Statistics Consumer Price Index (Sydney), as applicable at the time of payment.

To be read in conjunction with advice of development consent.

The levies imposed by Condition No. 22, as contributions towards the cost of meeting increased demand for public services and amenities that will result from the development, are identified in this Schedule.

The following Levies are charged under Section 94 of the Environmental Planning and Assessment Act 1979 and amounts payable are set out below.

Levy Area	Account No.	No. of ET's	Cost Per ET	Amount Payable
Urban Roads				
Arterial Roads				
Urban Catchment (West) res	1655-1	9	1660	\$14,940
Total				\$14,940

ET'S CORRECT - PLANNING SERVICES OFFICER **DATE**/...../.....

LEVIES CORRECT - FINANCIAL SERVICES OFFICER **DATE**/...../.....

Total levies at current rates (actual amount to be calculated when final plan submitted).

A COPY OF THIS ADVICE MUST BE PRESENTED WHEN MAKING PAYMENT

DATE:

RECEIPT NO:
CASHIER:

COUNCIL USE ONLY

Cashier to Note:

This section must be completed by the Manager-Financial Services, the Expenditure Accountant or the Financial Accountant prior to receipt.

I hereby certify that the fees payable have been checked to ensure that;

- a) the number of ET's is in accordance with the development application;
- b) the cost per ET is in accordance with the relevant Lismore Contributions Plan and/or Section 64 Plan applicable, as at the date of development application approval;
- c) the Consumer Price Index has been applied to the schedule of Section 94 fees and the Building Price Index to Section 64 fees, where the period between the date of consent and the date of payment is in excess of twelve (12) months.

.....

...../...../.....

FINANCIAL SERVICES OFFICER

DATE

LISMORE CITY COUNCIL - Meeting held April 4, 2000

Development Application No. 99/910 - Macadamia Processing Plant

LISMORE CITY COUNCIL

DEVELOPMENT CONSENT NO: 99/910
ADDRESS: Cnr Bruxner Highway & Cowlong Road, Alphadale

To be read in conjunction with advice of development consent.

The levies imposed by Note No. 1 are identified in this Schedule.

The rates and amounts shown against the various items are those current at the date of this notice. If these levies are not paid within twelve (12) months of the date of this consent these rates shall be increased annually from the date of this notice, in accordance with the percentage increase from the date of approval to the date of payment, as notified by the Building Price Index (Sydney).

The following Levies are charged under and amounts payable are set out below.

Levy Area	Account No.	No. of ET's	Cost Per ET	Amount Payable
<hr/> Water and Sewerage Headworks Levies are charged under Division 2 of Part 3 of the Water Supply Authorities Act 1987 (as amended) of the Local Government Act 1993 and amounts payable are set out below. <hr/>				
Water Headworks				
Rous County Council				
All areas except Nimbin Per Allotment	9200-2	25	1257	\$31,425
Sewerage Headworks				
Goonellabah	7175-1	55.5	4175	\$231,712
Total				\$263,137

ET'S CORRECT - WATER & SEWER SERVICES OFFICER **DATE**/...../.....

LEVIES CORRECT - FINANCIAL SERVICES OFFICER **DATE**/...../.....

Total levies at current rates (actual amount to be calculated when final plan submitted).

A COPY OF THIS ADVICE MUST BE
PRESENTED WHEN MAKING PAYMENT

DATE:

RECEIPT NO:
CASHIER:

Subject/File No: TORCH RELAY CELEBRATION - ENTERTAINMENT COSTS, CONTINGENCY/GROUND REPAIR, THE COMMUNITY CAULDRON (JB/LC: S727)

Prepared By: Recreation Officer - John Bancroft

Reason: Requested by Council

Objective: Obtain further support for the Event..

Management Plan Activity: Community Services 5.8

Background:

Council on March 14, 2000 considered a report regarding the Torch Relay Celebration and costs associated with the event.

Council resolved to amend the recommended budgets, by substantially reducing them and utilising existing allocations to fund large parts of the operation.

One item of particular interest was the "Entertainment & Promotion Budget" which was reduced from \$15,000 to \$3,000 with Council formally resolving that "further consideration be given to the entertainment budget after a report on programming and possible funds from external sources."

The purposes of this report is to provide additional information in response to the resolution, to make Council cognisant of the implications of a greatly reduced budget and to provide further detail in respect of issues such as ground restoration and the erection/relocation of the "Community Cauldron".

Event budget - Essentials

Council's resolution, as interpreted, has provided staff with the following budgetary outline.

Item	Budget
Torch Route	
Advertise Road Closure	Existing Budgets
Banner Erection	\$3,000
Clean up-street sweeper	\$500
Barricade Erection, Crowd control	\$2,000
Sub total	\$5,500
Essential Site Works (Mortimer Oval)	
Gutter Crossing	Existing Budgets
Clean up /Weighbridge	\$2,000
Mobile Toilet	\$1,200
Provision of additional power	\$500
Community Cauldron - Erect & relocate	\$200
Sub total	\$3,900

Entertainment, Promotion & Administration	
Entertainment/local Acts	\$3,000
Marquees	Donated (hopefully)
Approvals	\$500
Re-use-a-bowl	Existing budgets
Lunch/Volunteers & Runners	\$600
Promotions/Media kits	\$1,100
Contingency/Ground Repair	Nil
Sub Total	\$5,200
GRAND TOTAL	\$14,600

Budgetary Concerns

Council's resolution of March 14, 2000 effectively reduces the overall budget for the event from \$44,400 to \$14,600; a reduction of 67%. A reduction of this magnitude will undoubtedly have major implications for the quality of the event.

Two items of particular concern re event funding are

- a. Entertainment
- b. Contingency/ground repair

Entertainment

The original budget as presented was to undertake many things in order to make the event interesting, enjoyable and of a professional quality befitting such a large and unique occasion. It was to provide the following:

- Several non amplified, street theatre style acts at the site and at the central business district during and after the event. It was considered that, if say 10,000 were to attend we needed to provide more than stage entertainment, whilst ensuring that all civic or formal segments were given "sole billing" (ie everything else stops).
- Enlist approximately 4 local (professional) acts, to be featured during the 70 minutes of "Community
- Provide entertainment in the central business district (all day). The concept was to provide music and a festive atmosphere in the central business district in order to attract persons back to the area after the event and to provide something for those already there.
- Fund the organisation of a sporting component to the event.
- Assist with formulating and organising a schools component to the event - detail unknown at this point in time.
- Secure the services of the North Coast Entertainment Industry Association to assist with matters such as

Torch Relay Celebration

- * Sound and stage management
- * Booking acts (with Torch Relay Working Group approval)
- * Acquiring or hiring necessary equipment
- * Technical assistance (prior to and during the event).
- * Act selection with a view to catering for the very young to the senior (see programme below)

NOTE 1: Issues related to researching, planning and providing sound and stage management should not be left to the inexperienced. There is simply not the experience “in house” to undertake these functions.

NOTE 2: The original concept was to provide approximately \$10,000 to the NCEIA who would in effect, co-ordinate the entertainment aspects of the event. The Executive of NCEIA would rationalise the technicalities surrounding the event and specifications required by SOCOG would be handled by those with the technical expertise.

NOTE 3: The remaining \$5,000 would be used to provide other features (say pipe band, schools, sports displays) plus the equipment and administrative costs associated.

Draft Event Programme (all local acts)

On Stage Features proposed are

- Children’s Orientated performance (15 minutes)
- Country / Australian performance (15 mins)
- Accapella / Choir type act/ (15 mins)
- Composer / local song(s) (10 mins)
- School music / dance feature (10 mins)

Note times and timing subject to further manipulation

Off stage but on site (Mortimer Oval) features proposed

- Schools music content (perhaps a small stage and PA to be erected on Western side of venue)
- Lismore City Pipe Band
- Aerobics/ Fitness or sports orientated displays
- Street Theatre style (jugglers / acrobats etc)
- Street Displays/ Trade show style
- Multi-cultural content

On route or CBD features proposed

- More street theatre style content
- Jazz Band
- More Schools involvement (either music / dance or static display)
- Multi-cultural content

External Funding Sources (for Entertainment costs)

Whilst further thought to this matter has been given the original \$15,000 still remains the target. External funding avenues are a possibility and are rigorously being pursued. At the time of writing, official confirmation of funding has not been received nor have commitments/obligations been documented.

Torch Relay Celebration

- * Lismore Unlimited - verbal approaches to Lismore Unlimited have revealed that they would consider “matching” Councils contribution providing something of substance is provided in the Central Business District and at the celebration site (Mortimer Oval). An amount of \$6,000 to be matched by Council, is currently under negotiation.
- * Pursue Sponsors - It is possible to pursue sponsors though any recognition at the site (ie Banners etc) require SOCOG approval and they must not be in conflict with existing SOCOG sponsors (list attached). It is proposed to approach existing torch relay sponsors (local operators like McDonalds, friendly local Holden dealer) for assistance. This may be successful and their contributions could be widely advertised. However, it should be noted that their organisations have already contributed substantially to the event.
- * Approach Lismore Square for a contribution.
- * Charge elevated site fees re trade show area. An increase in site fees may have a detrimental impact in that it may act as a deterrent to potential exhibitors many of whom are community/volunteer organisations such as the SES, Fire Brigade etc. The standard site fee for the event (as advised by SOCOG) is \$200 so income will not be lucrative.
- * Seek sponsorship from Councils Business orientated services such as Waste, Water, Quarry allowing them to use the event as an educational/promotional exercise.

Contingency/Ground Repair

It is assumed the ground repair budget was eliminated because it was presented as a “contingency” item. After discussion with the Manager Parks & Recreation (whose comments are included in this report) I request Councillors to re-visit this item. Even disregarding weather conditions, it is highly probable that the venue will be damaged and require repair. Restoration of Hepburn Park, for example, following a visit by the Moscow Circus some years ago, amounted to \$15,000. Perhaps a minimum amount could be funded and should damage be extensive a post event report could be compiled for consideration.

The Community Cauldron (see attached fact sheet)

All participating Councils (ie Celebration Sites) as part of the promotion, will be presented with The AMP Community Cauldron. The Cauldron will hold the Olympic Flame (on the SOCOG stage) during the official ceremony when the relay arrives. Councils inherit ownership of the Cauldron and, for history and posterity sake, it is assumed that the item will be relocated to a high profile location for post event housing. Many Councils are currently considering locations such as Council Chambers, Civic Halls, Museums etc. I doubt that the Lismore Chambers or Museum has room to accommodate the item and no discussion has been had with City Hall Managers (NORPA). One interesting suggestion has been to place the object, with an interpretive plaque, in the New Airport Terminal building. As the terminal is expected to receive approximately 100,000 visitors per annum the suggestion certainly meets the requirement of being a high profile civic building. Suitable locations are evident on facility floor plans and further discussions can be had with the Airport Advisory Panel.

Manager - Finance & Administration Comments

The bottom line with this proposal is that Councils direct contribution will increase from \$14,600 to \$22,600. At the same time, additional funding from both external & internal sources will be pursued to supplement the event.

It is clear that the Torch Relay Working Group genuinely believe that this level of funding is the minimum required to provide a celebration that befits the occasion.

OTHER GROUP COMMENTS:

Manager Parks & Recreation

Mortimer Oval covers an area of approx. 11500 sq mtrs. It encompasses a hockey field and a cricket field. If as expected there are several thousand people traversing over the sports field on the celebration day it is *most likely* that the ground will require some renovation works. This will be exacerbated if we are unfortunate enough to experience wet weather.

In the event that the ground is affected and only minor renovation works are required then to run a turf renovator over the ground only would cost several hundred dollars. It is unlikely that we will get away so lightly. To provide simple topdressing of 10mm (less than 1/2 an inch) would require around 120 cubic mtrs of soil (150 tons) and to supply and spread this is likely to cost \$4000, this is a more likely requirement. Should the ground need moderate works this would obviously increase the cost.

LDSA Councillors will no doubt relate to previous reports that have indicated the tight financial situation within the Parks & Recreation budget at present. Successive years of zero increases in budget allocations faced with increased wages, plant costs and materials have eroded the department's ability to absorb such costs. In simple terms we do not have the ability to finance such works from within our maintenance budgets anymore.

I believe it is better to allow for such an eventuality and have the monies put aside than to wait and see what happens and then have to try and find the monies. It will be important that the ground renovation works if required commence immediately to enable the end of season hockey games to proceed or if not possible then to ensure the ground is ready for the cricket season. Cricket in particular is desperately short of grounds and this ground is heavily booked by the cricket fraternity.

Leaving it until the damage has been done to consider reports and look for the money will lose valuable time and could result in dislocation of the cricket calendar. In the event that the damage to the ground is minimal then unrequired funds can be more easily returned to the general fund for re-allocation. I recommend a minimum contingency fund of \$5,000.00 be made available.

Conclusion

Entertainment budget

All external funding suggestions will be investigated though it is necessary for Council and Lismore Unlimited to be the principal providers. \$15,000 is still the target and I recommend as follows:

Council General fund (increase from 3,000 etc)	\$6,000
Lismore Unlimited (approach to match Council)	\$6,000
Approach potential sponsors	\$1,000
Approach other potential beneficiaries	\$1,000
Negotiate with Council Business Units (ie Waste, Water etc) re: sponsored promotional opportunities.	\$1,000
TOTAL	\$15,000

- * Should no other external funding be forthcoming (apart from Council and Lismore Unlimited) then something semi-acceptable could be delivered with \$12,000 and the technical support necessary can be acquired.
- * Should no matching Lismore Unlimited be forthcoming then a further request would have to be compiled for Councils consideration.

Ground Repair

The Manager Parks & Recreation has estimated that, at a minimum \$5,000 will be required for restoration. If any part of the funding is not required then it can be “returned” to Council to fund other projects.

The Community Cauldron

The Airport Terminal “Cauldron housing” suggestion appears to be the best on offer. Further discussion with the Airport Advisory Panel is to be embarked upon.

Recommendation Cor14

- Council increase its contribution to entertainment costs relevant to the Torch Relay Celebration from \$3,000 to \$6,000.
- External Funding options, as detailed in the report, be approved and pursued (particularly matching funds from Lismore Unlimited).
- A ground repair budget of \$5,000 be provided with expenditure to be managed by the Manager, Parks & Reserves.
- Council approve in principle the proposal to house the Community Cauldron (post event) at the New Airport Terminal Building and the matter be referred to the Airport Advisory Panel for consideration.

Subject/File No: AIRPORT BUSINESS PLAN
(CWK:CD:P9733)

Prepared By: Craig Kelly - GROUP MANAGER BUSINESS & ENTERPRISE

Reason: To inform Council of planning for the Airport

Objective: To seek Council endorsement

Management Plan Activity: Airport Operations.

Background:

An airport is a key part of the infrastructure for a regional centre. It provides residents with convenience and access to capital cities and the national air network. In turn, the airport provides a vital access point from these capital cities, facilitating business investment and tourist visitation. For such visitors, the airport is often the first impression they receive of a city and can often influence their decision to return.

The existing terminal at Lismore Airport was opened in 1991 and was always intended to be a temporary structure, being a low budget, prefabricated, portable building. This poor quality building is not in keeping with Lismore's position as the regional centre and sends the wrong message about the region to visitors using it for the first time.

In August 1997, the Lismore Economic Development Advisory Panel delivered its strategic plan 1997/98 which identified the development of the Airport as a priority near term goal for the City's growth. As a result, the Lismore City Airport Strategy ("the Strategy") was developed in conjunction with the Lismore Airport Advisory Panel, and was endorsed by the Lismore City Council on December 6, 1997.

The Strategy recognised the important economic impact that an airport has on a city or region. It referred to studies, which have identified that the economic multiplier of an airport is in the range of 3 to 4. (That is, for every job created or dollar earned, 3 to 4 jobs or dollars are generated in the local economy.)

The Strategy was developed after broad consultation with local businesses and major users of the airport. Three key goals were identified for the airport to provide the level of service demanded and to remain viable in the longer term.

- Goal 1: A new passenger terminal with commercial facilities.
- Goal 2: Aero-industry business development.
- Goal 3: A marketing strategy to maximise growth potential.

Council also resolved at its meeting on December 6, 1997 that a detailed feasibility study be conducted into the viability of constructing a new terminal and to investigate the potential expansion of the aero-industry activities at the airport. A project management group was established with the Lismore Economic Development Unit nominated as the project manager for the consultancy.

Due to the diverse nature of the information required, it was decided to split the consultancy into three sub-consultancies as follows:

	Title of Section	Consultant Company
Part A	Overview of Airport Positioning	International Airline Crewing ("IAC")
Part B	Site Development Requirements	Walker & Newton ("W&N")
Part C	Economic Feasibility Study	Capminster Property Services ("CPS")

These consultancies commenced in March and were completed in June 1998.

The consultants' reports were of a high standard and made numerous recommendations to help achieve the identified goals. These recommendations and the findings of the consultants are summarised in the Lismore City Airport Development Study - Final Report.

This process forms the base upon which the business plan was prepared.

Sales Forecasts

The CPS report details potential growth in passenger numbers in the foreseeable future. The key points are as follows:

- There has been strong growth in Sydney passenger numbers and with the construction of a new terminal this growth is considered likely to continue.
- With the prospect of further deregulation in the industry and the rationalisation of existing services in the region, Lismore, as the regional centre, is well placed to attract greater passenger numbers on its Sydney service.
- The new terminal is likely to attract passengers currently departing to Sydney from Ballina. The report estimates this may attract an additional 10,000 to 15,000 passengers per annum. The withdrawal of the jet service from Ballina and the ensuing bad publicity will assist in this process.
- The Lismore - Brisbane service ceased operating in September 1997. The CPS report estimates that to re-establish this service, would generate an additional 7,500 passengers in the first year of service. Council is actively attempting to recommence this service.

The CPS report analyses the financial effect of a range of growth outcomes. The key variables in the sales forecasts are passenger numbers and the passenger landing fee. Set out below are the revenue and passenger forecasts, based on Council's budgets and Scenario C in Section 8 of the CPS report.

Year Ended June 30	2000 (Budget)	2001 (Budget)	2002 (Forecast)	2003 (Forecast)
Revenue				
Landing Charges	388,000	434,200	510,680	524,001
Other Income	140,000	121,200	149,990	152,380
Total Income	528,000	555,400	660,670	676,381
Passenger Numbers				
Lismore - Sydney	46,000	48,000	54,200	55,100
Lismore - Brisbane	0	6,350	6,380	6,410

Total Passengers	49,800	59,850	60,580	61,510
------------------	--------	--------	--------	--------

Competitor Analysis

There are seven licensed airports within 150km of Lismore. Of these, Ballina and Casino are a significant competitive threat and both are within 35 kilometres of Lismore.

Competitor	Market Share	Competitive Advantages	Competitive Disadvantages
Ballina	58.8%	<ul style="list-style-type: none"> • Modern terminal and good passenger lounge facilities • Good Access • Recently started flights to Brisbane (three days per week) • “Golden Wing” type facilities • Well located for coastal tourist market • Commencement of “Eastern Airlines” services into Ballina 	<ul style="list-style-type: none"> • Further from main business market • Limited aero-industry business • Withdrawal of the jet service
Casino	7.4%	<ul style="list-style-type: none"> • Better passenger terminal and access facilities 	<ul style="list-style-type: none"> • Isolated from business and tourist markets • No aero-industry business

Lismore Airport SWOT Analysis

SWOT	“Which Means That”
<p>Strengths of the Business</p> <ul style="list-style-type: none"> • Short distance to Lismore CBD • Lismore City has regional status • Runway suitable for future demands • Strong regional growth • Not excessive local operator competition • Current operator aiming for long term and building relationship with community • Highway frontage • Take off and landing paths not over populated areas • Favourable cost comparison with capital cities 	<p>The airport is well placed to be further developed as the regional hub for air travel in the Northern Rivers Region.</p>
<p>Weaknesses of the Business</p> <ul style="list-style-type: none"> • Triangular service • Current terminal facility • Occasional fog can affect schedule • Located on flood plain - town planning 	<p>The planned upgrade of facilities will address most weaknesses.</p>

<p>constraints</p> <ul style="list-style-type: none"> • Current access to facility • Links to other facilities such as accommodation • Poor terminal exposure (existing) • Inability to accommodate new aero-industry development (demand evidenced by enquiries to EDU) 	
<p>Opportunities in the Marketplace</p> <ul style="list-style-type: none"> • Growth potential in the market • Available land for development of aero-industry • Regional growth strengthened • Technology can help overcome operational restrictions e.g. weather, safety • Deregulation • Expanded facilities in new terminal. e.g. lounge, food service, secure parking, meeting rooms • Ongoing growth potential for long term • Niche tourism market -international transfers, bed & breakfast, farmstay, ecotourism • New operation on coastal services 	<p>Continued development of the airport is essential if opportunities are to be realised.</p>
<p>Threats in the Marketplace</p> <ul style="list-style-type: none"> • Deregulation of airline industry • Competition from other local airports • Inability to retain self funding status 	<p>Lismore faces a threat from Ballina airport as the main business airport in the region</p>

Goals and Objectives

The consultants' reports cover their respective areas in great detail and make a number of recommendations in relation to the airport. In addition, the Lismore Airport Advisory Committee ("LAAC") has identified a number of improvements that need to be made to enhance development of aero-industry business at the airport. This section relates the consultants' and LAAC's recommendations back to the goals identified in the Strategy and forms the basis for subsequent action plans to achieve the goals.

For ease of reference, the recommendations detailed below are followed by a cross-reference to the relevant consultant's report or to the LAAC.

Goal 1: A new passenger terminal with commercial facilities.

1. "Relocate the terminal facilities to the highway and upgrade as a matter of urgency" (IAC page 23 para G.2.1).
2. The CPS report found the construction of a new terminal to be economically viable based on relatively conservative growth and pricing assumptions and recommended the project be financed by debt funding.
3. The W&N report found no insurmountable site-specific conditions which would impede the construction of a new passenger terminal. Part of the proposed terminal site is currently zoned 1(r) (Riverlands Zone) and this will require rezoning to 5 (Special Uses Zone).
4. The construction of the new airport terminal is well underway.

Goal 2: Aero-Industry Business Development

Number	Project	Reference
	A. CAPITAL WORKS	
1	Raise pits in G.A. aprons	Capital Works 19 Scheduled
2	Refuelling/parking dealing	Capital Works 20
3	Hanger apron extensions - Fill Only	Capital Works 21 Commenced
4	Automated airside security gate	Capital Works 22
5	Automatic weather station	Capital Works 23
6	Reconstruct airport drive	Capital Works 24 Scheduled
7	Renew airport signed area dumbbells	Capital Works 25 Complete
8	Investigate costs to connect to new transformer	Capital Works 26
9	Freight Centre	Capital Works 27 IAC para G.3.3 Scheduled
10	Sealed road from Airport Drive to western side of tarmac	Capital Works 28 IAC para G.3.2 Scheduled
11	Unsealed road behind eastern hangers	Capital Works 29 IAC para G.7.1 Commenced
12	Sealing taxiway for light aircraft	Capital Works 30 IAC para G.7.3
13	An "engine run-up area" be installed off the runway parallel taxiway at the mid point	Capital Works 31 IAC para G.7.4
	The unsafe drain in the middle of the tarmac be made safe	Capital Works 32 IAC para G.7.5 Scheduled
14	Move fence at northern end of Runway 33	Capital Works 33

		IAC para F.4.3.8
15	Create grass strip	Capital Works 34 IAC para F.4.3.9
16	Navigation Aids/Upgrading	Capital Works 35 IAC para G.9.1 Commenced

17	Instrument landing training equipment	Capital Works 36 IAC para G.4.1.a Deferred
18	Ground simulator training facilities	Capital Works 37 IAC para G.4.1.c Deferred
20	Aircraft flood parking	Capital Works 39 IAC para G.7.6
21	General aviation apron reconstruction	Capital Works 40 Scheduled
22	Other roadways - reconstruct failed sections	Capital Works 41 IAC para G.7.2
B. MANAGEMENT & DEVELOPMENT		
	The Airport Management Committee be developed to contain individuals with expertise in aviation, business, finance, marketing and local government.	IAC para G.5.1 Complete
	The appointment for three years of a dedicated full time Airport Manager.	IAC para G.5.2. RE4 Commenced
	The provision of adequate resources to ensure grass is kept short and grounds are well maintained.	IAC para G.5.3. Commenced
	The routes of Lismore / Brisbane and Lismore / Coolangatta be discussed with potential operators.	IAC para G.8.1. Commenced
	Airport fees and charges be reviewed once the new terminal is completed.	IAC para G.10. Complete
	Review landing charges over time, as currently the landing charge of \$6.50 per passenger is at the lower end of the scale when compared to charges levied by comparable airports.	CPS para 1.3.f Complete

The majority of these tasks are complete, underway or scheduled.

Goal 3: A marketing strategy to maximise growth potential

The Strategy determined it is essential that a pro-active marketing campaign be developed to raise business and resident awareness of the positive growth generated by the airport and its businesses.

Key items to be included in a marketing program will include:

- Business opportunities associated with the new terminal;
- Aero-industry opportunities;
- Convenience for local residents and business people to use the upgraded facility;
- Increased number of passengers/flights when data is available;
- Importance of the airport to Lismore in terms of:

- direct financial profit increasing funds available for the Council to invest in the community.
- job creation both on and off the airport.
- tourism and business benefits for existing residents.
- attracting new commercial activities to the Lismore region.
- maintaining Lismore's position as the business and commercial hub for the region.
- The marketing strategy will need to be developed in detail and in conjunction with local residents and businesses.

Financial Strategies

Over the three financial years to June 1998, the airport has generated an average annual operating cash surplus of \$264,000. These funds have been used for debt reduction. The CPS report examined the financial alternatives for funding the construction of the new terminal. The report compared the alternatives of a pre-sale and lease back with debt funding. The recommendation (CPS para 4.5) was that the project be funded by debt, with the existing debt being consolidated with the new debt and repaid over a 15 year period. This has been done.

In addition to the construction of the new terminal, the proposed capital works developments detailed in Section 7 need to be funded. Appendix C sets out the quantum and timing of proposed capital expenditures, together with a repayment schedule for borrowings to be incurred to fund this development. These are incorporated into a 20 year financial model for the airport.

Currently under consideration is the sale of land to be used for the development of general aviation. The funds from these sales will assist in the financing of the overall development of the airport.

Manager - Finance & Administration Comments

The Airport Business Plan consolidates all the relevant information relating to the Airport. It therefore provides a guide as to the future of the facility and management with a list of objectives to meet.

From a financial perspective, Council has and is likely to continue to invest heavily in this facility. On this basis Council needs to be confident that, while the community at large will benefit from this facility, the cost is not borne by the ratepayer. Great emphasis has been placed on this requirement and, as it stands, this objective is programmed to be achieved in the financial plan.

With this in mind, the Airport Business Plan is supported.

Public Consultations

Undertaken as part of the strategy development.

Conclusion

Council has made a watershed decision, not only for Lismore Airport but also for the City, in deciding to proceed with the construction of the new Airport Terminal. There are risks attached to this decision. No major capital investment in this type of infrastructure is guaranteed of success.

To mitigate this risk Council has engaged specialist consultants from aviation, property and planning disciplines to provide advice on this proposal.

These advisors recommended proceeding with the proposal.

Apart from the RPT services which constitute a substantial part of the airport operations, Lismore Airport has a viable and developing General Aviation sector both from the aircraft engineering aspect as well as the use of Lismore as a freight hub for the Northern Rivers. Lismore Airport has key competitive advantage over other regional airports and will continue to actively attract further aviation industry to Lismore Airport.

Recommendation (ENT14)

That Council adopt the Airport Business Plan.

Subject/File No: WATER SUPPLY SERVICES BUSINESS PLAN
(AA:CD:S301)

Prepared By: Manager Water & Wastewater Services - Anu Atukorala

Reason: Strategic planning for the water supply service

Objective: To develop a Water Supply Services Business Plan that meets Council's corporate objectives.

Management Plan Activity: Develop 20 year financial plan

Background:

Councillors were provided with a complete copy of the draft Strategic Business Plan for Water Services (Business Plan).

The Business Plan is the primary plan for setting the direction for the Water Supply business. It allows Lismore City Council to address issues in a logical, cost-effective manner. Business Plans are "living documents" and need to be regularly reviewed.

Report:

Benefits of preparing a Business Plan:

1. Allows Council to take a long term strategic approach to reviewing the whole operation;
2. Negotiate levels of service with customers;
3. Demonstrate affordability and long term financial sustainability of the business;
4. Adopt a price path (rating structure);
5. Allow Council to negotiate and receive Government grants.

The key objectives or desired business outcomes identified in the Plan are as follows:

Our Desired Business Outcomes	How These Outcomes will be Achieved
1. To provide Water Supply Services in an efficient manner that meets or exceeds agreed service levels.	<ul style="list-style-type: none">• Performance measured and documented.• Levels of service agreed to by customer consultation and regulatory requirements.• Lowest cost for delivery of agreed levels of service identified.• Service delivery modes selected.• Know benefits and disadvantages from sharing

water and sewerage resources.

- Service delivery from Rous Water defined.

Our Desired Business Outcomes	How These Outcomes will be Achieved
2. To provide services to existing areas and extend to new residential and industrial areas at developer's cost (Section 64 Charges).	<ul style="list-style-type: none">• Future augmentation identified, costed and impact on customer charges quantified.
3. To continue to provide water services on a full cost recovery and user pays basis.	<ul style="list-style-type: none">• Customers recognise provision of water supply service is a "user pay" service.• Revenue planning is undertaken to demonstrate charging structure.• Headworks contributions per tenement are set at competitive rates matching proposed capital expenditure.
4. To promote the wise use of water.	<ul style="list-style-type: none">• Lismore Council acknowledged as leader in demand management.• Design criteria reflects actual consumption.
5. Educate customers so they are aware of service provided and their obligations.	<ul style="list-style-type: none">• Identify areas where customers are inappropriately informed and undertake education.
6. To have appropriate level of community involvement in decision making process.	<ul style="list-style-type: none">• Decisions accepted by community.
7. To ensure all water developments comply with the Environmental Planning and Assessment Act.	<ul style="list-style-type: none">• Water supply works have a net beneficial effect on the environment.
8. Operate the system to industry best practice to meet levels of service at least cost.	<ul style="list-style-type: none">• Levels of service met through best practice operational processes.
9. Maximise overall system reliability.	<ul style="list-style-type: none">• Implement a computerised Maintenance Management System (MMS).
10. Develop a suitable asset replacement program.	<ul style="list-style-type: none">• Replacement of assets programmed.• Undersized mains replacement.• New assets created to meet levels of service.
11. Have appropriate multi-skilled staff to meet operational requirements of the water systems.	<ul style="list-style-type: none">• All staff appropriately trained.
12. Long Term Financial Plan to provide required services.	<ul style="list-style-type: none">• Prepare a financial plan.

Key Water Supply Work programs in the future:

1. Nimbin water filtration plant;
2. Annual asset replacement program between \$650,000 to \$850,000;
3. Installation of bulk meters at reservoirs to determine peak flows and calibration of the hydraulic model;
4. Development of maintenance management system (MMS);
5. Quality assurance of the business.

Results from financial modelling:

As most resources are shared within the Water Fund, a single financial model was developed encompassing all the water supply zones. The model is based on best available current information and uses a weighted average developer contribution fee.

In addition figures quoted in the financial plan are generally expressed in real terms (Year 2000 dollars) and do not have inflation added to it. Hence \$1 now will be equivalent to \$1.75 in 20 years time, assuming a 2.5% annual inflation rate.

The base case scenario assumes that:

1. The developer contributions are maintained at current levels (average of \$3,236 per equivalent tenement (ET));
2. The Nimbin Water Filtration plant attracts a 50% subsidy from DLWC;
3. The existing reserves are utilised for retiring debt and for future capital works programs. (Total reduced to between \$1.5 million to \$2 million);
4. The asset replacement program is maintained at current levels (approximately \$750,000 per year).

Based on the above assumptions, the model indicates that the residential bill can be reduced by \$22. However, if any of the above assumptions change, it impacts on the residential bill.

Listed below are possible scenarios for each of the above assumptions.

Developer Contributions (S64 contributions):

Councillors have been presented with a revised developer contribution plan which has substantially reduced the contributions for water supply works for all areas except Nimbin. Council can adopt these charges with immediate effect and would not represent a cross subsidy situation. However, a reduction of contributions results in a reduction of cash flow. The financial model indicates that halving of the developer contributions can be offset by increasing the annual user charge by \$7 - \$8 (in real terms).

DLWC funding of Nimbin filtration plant:

Although there is a high possibility that DLWC will subsidise the Nimbin water filtration plant, there is no guarantee that this will occur. If it is not subsidised, then the entire project will have to be funded through user charges (rates). The cost of this is in the vicinity of \$20 per assessment over five years across all users. This cost can be spread over a longer period of time (say ten years) to minimise the impact on the users. Until the view of the DLWC has the support of legislation or precedent, Council is obliged to adopt its own legal advice.

Utilisation of Reserves:

Council at present has externally restricted reserves (S64 reserves) and internally restricted reserves (Water Fund). DLWC staff are of the opinion that the S64 funds collected for water supply works can be used for any water supply infrastructure work irrespective of whether the works are identified in the S64 plan. The model assumes that this is the case. Legal opinions received by Council indicate otherwise.

Asset replacement program:

The best available information indicates that the current asset replacement program is adequate. Changes may occur to the capital works program as more information becomes available. For example, the reservoir renewal program may change once the proposed reservoir auditing program is completed next year.

Manager - Finance & Administration Comments

The development of the Water Supply Services Business Plan is an important tool to be used by management in meeting Council's objectives. It provides all stakeholders an opportunity to be involved in planning for the most effective and least cost provision of water services.

As the Manager Water and Wastewater Services has identified, the financial model can evaluate a number of scenarios. The outcomes are directly related to the service costs for users.

As with the Wastewater Fund, it is pleasing to note that the Water Fund has been managed well in the past so that it is possible to reduce developer charges, if required, as well as afford the Nimbin Treatment Plant within the current cost structure.

Also, once the impact of these variables can be fully assessed, a real reduction in water charges may be possible. This tool will enable such a decision to be made with confidence and hopefully within the next twelve months.

Public Consultations

Not required.

Conclusion

There are many variables that impact on the user charges. The two main factors that will impact on the water supply user charge are the developer contributions and the amount of subsidy received for the Nimbin water filtration plant. It is prudent not to revise the charges until these matters are satisfactorily resolved.

Recommendations (ENT10)

That:

1. Council adopt the Business Plan.
2. A report on the performance of the Business Plan be brought back to Council for consideration at the end of the financial year 2000/2001.

Subject/File No: WASTEWATER SERVICES BUSINESS PLAN
 (AA:CD:S301)

Prepared By: Anu Atukorala - MANAGER WATER & WASTEWATER SERVICES

Reason: Strategic planning for the Wastewater service

Objective: To develop a Wastewater Services Business Plan that meets Council's corporate objectives.

Management Plan Activity: Develop 20 Year Financial Plan

Background:

Councillors were provided with a complete copy of the draft Strategic Business Plan for Wastewater Services (Business Plan).

The Business Plan is the primary plan for setting the direction for the wastewater business. It allows Lismore City Council to address issues in a logical, cost-effective manner. Business Plans are "living documents" and need to be regularly reviewed.

Report:

Benefits of preparing a Business Plan:

6. Allows Council to take a long term strategic approach to reviewing the whole operation;
7. Negotiate levels of service with customers;
8. Demonstrate affordability and long term financial sustainability of the business;
9. Adopt a price path (user charge);
10. Allow Council to negotiate and receive Government grants.

The key objectives or desired business outcomes identified in the Plan are as follows:

Our Desired Business Outcomes	How These Outcomes will be Achieved
1. To provide Wastewater Services in an efficient manner that meets or exceeds levels of services	<ul style="list-style-type: none">• Performance measured and documented.• Levels of service agreed to by customer consultation and regulatory requirements.• Service delivery modes selected.• Know benefits and disadvantages from sharing sewerage resources.

Our Desired Business Outcomes

How These Outcomes will be Achieved

- | | |
|---|---|
| 2. To provide services to existing areas and extend to new residential and industrial areas at developer's cost (Section 64 Charges). | <ul style="list-style-type: none">• Future augmentation identified, costed and impact on customer charges quantified. |
| 3. To continue to provide wastewater services on a full cost recovery and user pays basis. | <ul style="list-style-type: none">• Customers recognise provision of Wastewater service is a "user pay" service.• Revenue planning is undertaken to demonstrate charging structure.• Headworks contributions per tenement are set at competitive rates matching proposed capital expenditure. |
| 4. (a) Implement a strategy for the management of stormwater inflow/infiltration into the sewage system. | <ul style="list-style-type: none">• System overflows identified and monitored.• Development of system (overflow) licence. |
| (b) Manage the industrial and commercial trade waste load on the system. | <ul style="list-style-type: none">• All trade waste discharges to have suitable pretreatment devices installed and maintained. |
| 5. Educate customers so they are aware of service provided and their obligations. | <ul style="list-style-type: none">• Identify areas where customers are inappropriately informed and undertake education. |
| 6. To have appropriate level of community involvement in decision making process. | <ul style="list-style-type: none">• Decisions accepted by community. |
| 7. (a) To ensure all wastewater developments comply with the Environmental Planning and Assessment Act. | <ul style="list-style-type: none">• Wastewater works have a net beneficial effect on the environment. |
| (b) Review effluent disposal practices in conformity with Total Catchment Management objectives. | <ul style="list-style-type: none">• Impact of effluent on local waterways acceptable to community. |
| (c) To reduce odour emissions from system. | <ul style="list-style-type: none">• Impact of odour on consumers reduced. |
| (d) Review biosolids reuse/disposal practices in conformity with Environment Protection Authority (EPA) guidelines. | <ul style="list-style-type: none">• Biosolids disposed of or reused in a cost-effective manner meeting legislative and customer requirements. |

Our Desired Business Outcomes	How These Outcomes will be Achieved
(e) Ecologically Sustainable Development (ESD) principles to be incorporated in developing sewerage capital works program.	<ul style="list-style-type: none">• Compliance with ESD principles.
8. Operate the system to industry best practice to meet levels of service at least cost.	<ul style="list-style-type: none">• Levels of service met through best practice operational processes.
9. Maximise overall system reliability.	<ul style="list-style-type: none">• Implement a computerised Maintenance Management System (MMS).
10. Develop a suitable asset replacement program.	<ul style="list-style-type: none">• Assets replacement program based on condition assessment.• New assets created to meet levels of service.
11. Have appropriate multi-skilled staff to meet operational requirements of the water systems.	<ul style="list-style-type: none">• All staff appropriately trained.
12. Long Term Financial Plan to provide required services.	<ul style="list-style-type: none">• Prepare a financial plan based on full cost recovery.

Key Future Wastewater Work Programs/Strategies:

6. Ultra Violet (UV) Disinfection Unit at East Lismore (\$2 million);
 7. Infiltration/Inflow study;
 8. Sewer condition assessment;
 9. Annual asset replacement program between \$450,000 to \$750,000;
 10. Development of MMS;
 11. Quality assurance of the business.
 12. Sludge and effluent reuse (at East Lismore);
 13. Sewering of villages;
 14. Review of southern trunk main strategy.
-

Results from financial modelling:

The Lismore and Nimbin Sewerage Schemes have been modelled as one entity. The model is based on best available current information and uses a weighted average developer contribution fee and a user charge across all sewerage catchments.

The figures are quoted in real terms (year 2000 dollars) and do not include inflation. Hence \$1.00 now will be equivalent to \$1.75 in 20 years time, assuming a 2.5% annual inflation rate.

The base case scenario assumes that:

5. That the developer contributions are maintained at current levels (average of \$3960 per tenement);
6. The UV unit and reuse studies attract a 50% subsidy from Department of Land and Water Conservation (DLWC);
7. The existing reserves are utilised for future capital works programs and the total reduced to between \$0.5 million to \$1.5 million;
8. The asset replacement program is maintained at current levels (approximately \$450,000 to \$750,000 per year).
9. Cost of village sewerage schemes including Clunes and North Woodburn have been excluded.

Based on the above assumptions, the model indicates that the current wastewater user charge needs to be retained and adjusted for inflation in the medium term. If any of the above assumptions change, it impacts on the user charge.

Listed below are possible scenarios for each of the above assumptions.

Developer Contributions (S64 contributions):

Councillors have been presented with a revised developer contribution plan which has substantially reduced the contributions for wastewater works for all areas except Nimbin and Goonellabah. A reduction in the level of contributions results in a reduction of cash flow. The financial model indicates that halving of the developer contributions can be offset by increasing the annual user charge by \$8 - \$9 per annum (in real terms).

DLWC funding:

An application has been submitted for funding of the UV units. It is highly likely that it will be approved.

Utilisation of Reserves:

Council at present has externally restricted reserves (S64 reserves) and internally restricted reserves (sewerage fund). DLWC staff are of the opinion that the S64 funds collected for Wastewater works can be used for any wastewater infrastructure work irrespective of whether the works are identified in the S64 plan.

The model assumes that this is the case. Legal opinions received by Council indicate otherwise. Until the view of the DLWC has the support of legislation or precedent, Council is obliged to adopt its own legal advice.

There is also the possibility that some of the S64 funds so far accumulated may be required as contributions towards the Lismore Sewerage Augmentation Scheme. This scheme is due for completion in the year 2003/04.

Asset replacement program:

The best available information indicates that the current asset replacement program is adequate. Changes may occur to the capital works program once the sewer condition assessment and the I/I study are complete.

Village Sewerage Schemes:

Councillors have been presented with a separate report detailing the cost implications of sewerage villages.

Manager - Finance & Administration Comments

The development of the Wastewater Services Business Plan is an important tool to be used by management in meeting Council's objectives. It provides all stakeholders an opportunity to be involved in planning for the most effective and least cost provision of Wastewater services.

As the Manager Water and Wastewater Services has identified, the financial model can evaluate a number of scenarios. The outcomes are directly related to the service costs for users.

As with the Water Fund, it is pleasing to see that the Wastewater Fund has been managed well in the past so that it is possible to maintain developer charges and afford the UV Unit within the current cost structure.

Also, once the impact of variables such as S64 reserves, DLWC funding and asset replacement program can be fully assessed, decisions as to the appropriate level of user charges can be made with confidence.

Conclusion

The wastewater user charge is adequate to fund the current works program excluding the village schemes. The user charge, however, needs to be revised in line with inflation.

Recommendations (ENT13)

That:

1. Council adopt the Wastewater Services Business Plan.
 2. The existing wastewater user charge be retained for the financial year 2000/01.
 3. A report on the performance of the Business Plan be brought back to Council for consideration at the end of the financial year 2000/2001.
-

Subject/File No: QUARRY BUSINESS PLAN
(CWK:CD:Q1)

Prepared By: Group Manager Business and Enterprise - Craig Kelly

Reason: To inform Council of planning for the Quarry Business Unit

Objective: To seek Council endorsement

Management Plan Activity: Quarry Operations.

Business Overview:

Lismore City Council's quarry operations sees itself as being in the business of supplying a complete range of quarry products to meet the demands of its customers. This objective has been enhanced by the purchase of an Asphalt Plant, which has enabled the quarry to expand its product range.

- **Description of Products**

Major product lines include:

- Road Base and Gravel
- Aggregates
- Asphaltic Concrete
- Pre-coated sealing aggregates

- **Sales Forecast**

	Actuals 1996/97	Actuals 1997/98	Actual 1998/99	Forecast 1999/00	Budget 2000/01
Sales ('000)	\$1,599	\$1,679	\$2,252	\$2,515	\$2,781
Number of Employees	9	9 to 7	7	7	7

- **Sales Analysis**

Product	% Total Sales
Road Base	35%
Gravel	5%
Aggregate 20mm	9%
Aggregate 14mm	4%
Aggregate 10mm	4%
Dust	14%
100, 63 & 28mm	4%
14mm precoated	7%
10mm precoated	5%
Asphalt products	N/A

- **Sales Trends**

The quarry had experienced a downturn in sales to external customers in recent history. These customers mainly purchase aggregate products, which are used to produce materials for the building sector. When this industry experiences a downturn in the local area, the quarry's sales had suffered. Increasing focus on the importance of sales, a general upturn in activity and the Pacific Highway upgrade, has seen this addressed over the past twelve months.

Lismore City Council's City Works group is by far the biggest and most important customer and its importance must be taken into account when framing sales strategies.

- **Seasonal and other factors that affect the sales cycle**

Christmas period

Traditionally most industry organisations shutdown for some period around Christmas.

Cycles in the Building Industry

Marketing of customers will assist to ensure that, when growth returns, the customers remain "faithful" to the quarry.

Funding fluctuations

Fluctuations in the level of funding from Federal, State & Local Government directly affect the level of roadworks.

Sealing season

Due to the need to seal during specific weather and ground conditions, sealing is generally undertaken in spring.

Weather dependent demands

For some products, weather is a major influence. Sales of roadbase drop during periods of extended rain. After the rain stops, a greater demand is often generated due to repairs of roads being required.

Aggregate and asphaltic concrete sales drop during rain periods. Often these sales are reinstated after the rain. The production of asphalt (due to its extremely short shelf life) requires a catch up process to be undertaken when the weather fines up.

Increases in the volume of cold mix sales are noted during rain periods with minimal demands otherwise.

- **Market Profile**

The quarry's products are mainly sold to road constructing organisations and concrete making organisations. A lesser volume is sold to landscaping suppliers and "one off" private projects.

In the area comprising 15 kilometres outside of the Lismore City limits there are approximately 6 quarries with an estimated sales turnover of \$10m. This would suggest that Lismore City Council have approximately a 15% share of the total market.

Whilst it is not likely that the quarry can influence the total volume of sales to the market place, by actively marketing the business, a larger percentage of the existing market can be “captured”.

These customers are seeking higher levels of customer service, high quality products at the lowest possible price and a range of products to suit their needs.

Potential market opportunities are:

- to determine what range of products each customer desires and provide these;
- to determine what services each customer desires and provide these;
- to determine and meet the quality requirements for each product;
- to provide these products with a high level of customer service.

• **General Market Trends**

The main trends that will affect this business are the funding of government projects and the changes in the economy, which are reflected in the cycles of the building industry.

Segment	Trend in the market	Strategies that need to be implemented or maintained to take advantage of these trends
Road construction	Stable (possibly increasing)	Close customer relations to ensure faithfulness. Competitive pricing. Enhancement of quality
Raw materials for further processing	Stable	Close customer relations to ensure faithfulness. Competitive pricing. Enhancement of quality, timely provision of test results
Road surfacing	Stable (possibly increasing)	Close customer relations to ensure faithfulness. Competitive pricing. Timely visits to customers
Asphalt	Increasing	Close customer relations to ensure faithfulness. Competitive pricing. Growing of this business

• **Competitor Analysis**

Competitor	Market Share	The major reason why people buy from this company
QUARRY MARKET		
Boral	30%	Marketing, delivery
CSR Readymix	30%	Marketing, delivery
Clovass	10%	Price, delivery
ASPHALT MARKET		
Boral Asphalts	75%	Marketing, laying

• **Competitive Strengths and Weaknesses**

Two of our major competitors are multi-nationals being Boral and CSR Readymix. These companies ensure that their company owned customers such as Boral Concrete and Readymix Concrete are supplied aggregates from their own quarries.

Smaller privately owned and Council operated quarries lack marketing and sales resources. These tend to have established, stable customer bases such as the local Council. These operations are less flexible in their pricing strategy and find it more difficult to meet product specification demands that are becoming more stringent.

SWOT Analysis

These are our strengths, weaknesses, market opportunities and threats.

SWOT	“Which Means That”
<p><u>Strengths of the business</u></p> <p>Weighbridge Track record LCC client Pioneer client Fixed plant Quality of stone Presence of resource Staff knowledge Location of quarry Production rate Range of products Good neighbours Large financial reserves Large stone reserves 25 year DA consent Mobile plant</p>	<p>Sale is justified by registered weighbridge Confidence of availability Ensures the future of sales Ensures future of aggregate sales Consistency of production Quality products are made Quarry is able to operate Staff are able to operate & maintain Most competitive to local markets Able to meet customers demands Wide range allows larger customer base Allowances made for production problems Able to self fund works Able to operate beyond consent life Able to legally operate Mobile plant in good condition</p>
<p><u>Weaknesses of the business</u></p> <p>Lack of sophistication in production & maintenance mgmt Distance from Lismore Council operation Fines added to roadbase Over production of aggregates Production cost split not available Stockpile areas too small Access road steep Quality of Nimbin Road</p>	<p>Production and maintenance not controlled adequately Cost of cartage inhibits marketability Stigma attached Efficient production not achieved Not efficient, increased production costs No accurate production costs available to sell Limits SOH, quality drops in aggregate s/piles Affects neighbours, perceived cost to drivers Poor advertisement of our products</p>

DA consent conditions Staff teamwork Staff productivity Inability to produce roadbase on firstpass	Increased costs due to consent conditions Low efficiency of operation, increased costs Increased cost of production Cost to produce roadbase is high compared to competitors
<p><u>Opportunities in the Marketplace</u></p> Expand customer base Expand product range Increase sales to existing customers Increase range of products Increase opening hours Grow partnered businesses Grow new partnered businesses Upgrade plant for efficiency Continue consent compliance R&D of products	Actively market new customers Find new products Increase average sale to customers Ask customers what they want to buy Increase sales hours including Saturdays? Market other businesses at all times Find new businesses to partner Make competitively priced roadbase Be environmentally compliant & market this Undertake R&D on new products
<p><u>Threats in the Marketplace</u></p> Quarry sold by Council Consent conditions not met Competitors cut prices Customers purchase elsewhere Quality drops Greater specification demands Production costs increase Demand lessens Staff resignations	Council pays a premium for quarry products Quarry may close, resources lost Lost sales and/or profit margin Lost sales Product not saleable, lost sales Product not to specification, lost sales Loss of profit margin Sales diminish Lost knowledge

• **Marketing Performance Analysis**

Marketing has not been a major focus area for the quarry in the past. The limits of marketing include advertising in the Yellow Pages and direct approach to customers. The latter has had relatively positive measurable results.

Prospecting of new customers has been spasmodic and has generally netted minimal ongoing sales due to product quality and/or price at the job.

Marketing needs to be a major focus area for the quarry. With relevant information systems to be developed and will require regular information-gathering exercises to be undertaken.

Objectives

The business plan is developed with strategies in the key areas of:

- Corporate;
- Marketing;
- Production;
- Finance;
- Human Resources.

A summary of some of the key short and long term goals in these areas are included below.

- **Corporate Objectives (Goals)**

To provide cost effective quarry and asphalt products to Council and the construction industry.

To achieve sales of \$2.2m in 2000/2001.

To achieve net profit before dividend transfers of \$335,000 in 2000/01.

- **Marketing Objectives (Goals)**

To provide quality products with a high level of customer service to the building, construction and maintenance industries in a manner which ensures a continued competitive return to Council on its investment.

Short Term

To develop a "brand" for the Lismore Quarry;

To develop & implement a visitation register of customers;

To develop a marketing document by December 2000;

To undertake a customer analysis by July 2000;

To develop a list of ten potential customers who are not core account customers; now and market 5 by December 2000. Others by March 2001;

To increase sales to non-core customers by 5%;

To increase core account customers by 10 % to 11;

To develop a customer survey by July 2000.

Long Term

To continuously update the marketing document;

To continue to increase core account customers by one per year;

To obtain feedback from customers via an annual survey;

To maintain the existing roadbase market share to LCC;

To increase the sales volume of aggregate and precoat by 10% by June 2001;

To increase sales enquires by 10% per year.

- **Production Objectives (Goals)**

To meet the quality and timing requirements of our customers at least cost.

Short Term

To manufacture quality roadbase without addition of extra dust;

- To split production costs to allow realistic comparison with selling price
- To retain current funding levels for recurrent works;
- Need to acquire a water cart to suppress dust within the quarry;
- The implementation of enhanced quality assurance;
- A system of documented preventative maintenance.

Long Term

- To reduce asphalt plant production cost by \$3/T;
- To develop an efficient team of staff;
- Long term capital projects and funding to be determined;
- A generic contract for the engagement of contractors is to be developed for specific works.

• **Financial Objectives (Goals)**

The quarry is concerned about strategies that preserve the organisation's cash flow, keeps inventory levels at a minimum, and addresses credit collection, terms and payment procedures.

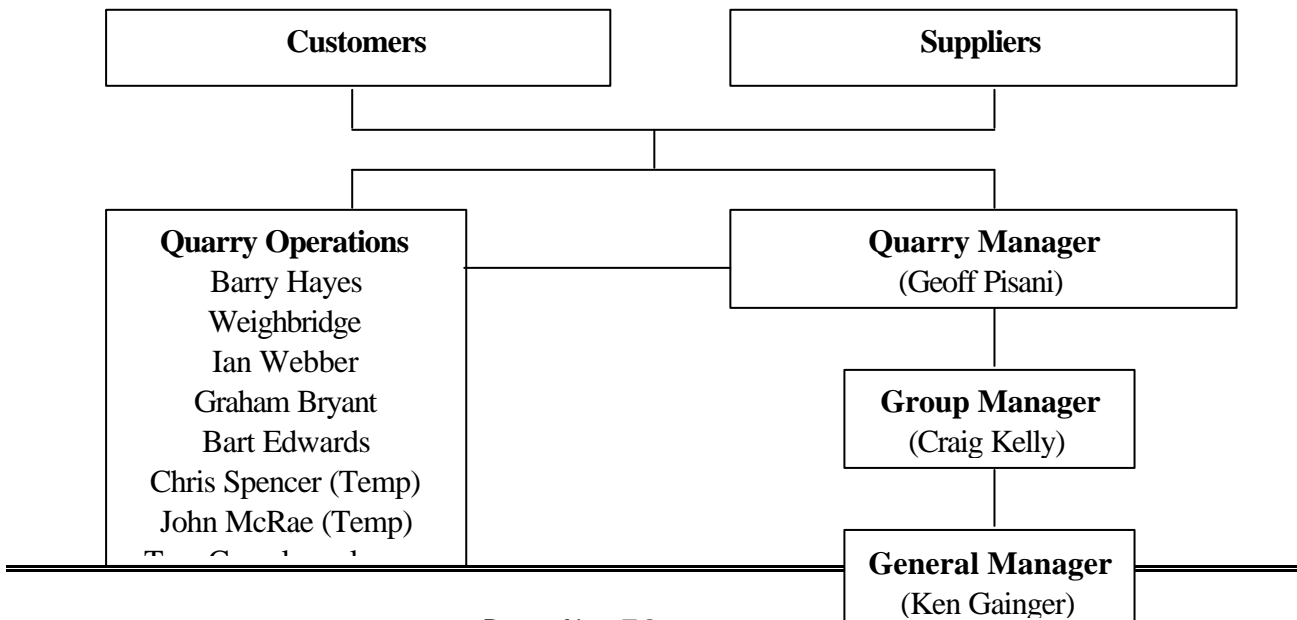
Short Term

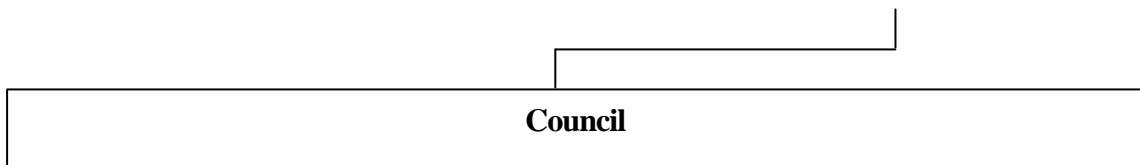
- To achieve ROI of 15% by 2003;
- To return dividend to Council general fund when ROI > 10%;
- To reduce 90-day outstanding account balances to nil;
- To have 60-day outstanding account balances < \$10,000 at any time.

• **Human Resources Goals**

To operate the quarry efficiently by providing the correct tools, equipment, facilities and appropriately trained/skilled staff to ensure the safe and timely provision of high quality products.

• **Organisational Structure**





Short Term

- Communication skills continue to require development;
- Safe operating procedures need to be developed and implemented;
- Ongoing safety meetings are a requirement of the safety systems for quarries to discuss and enhance procedures;
- Leadership skills need to be enhanced for supervisory staff;
- Ongoing teambuilding through coaching, advising and leading;
- Current staffing is short by one operator.

Manager - Finance & Administration Comments

The Quarry Business Plan consolidates all the relevant information relating to the Quarry. It therefore provides a guide as to the future of the facility and management with a list of objectives to meet.

With this in mind, the Quarry Business Plan is supported.

Public Consultations

Not required.

Conclusion

To say that the implementation of business planning has reaped dividends for Council is premature. The process of business planning has renewed focus on what is important, our customers. The process has also allowed the quarry to take advantage of opportunities that are present every day.

The past twelve months has seen a substantial turnaround in this business unit and that is in no small part due to the efforts and diligence of the staff. This is not only the view of management but also the view of key customers.

Through our staff it will be possible for the quarry to continue to return funds to the General Fund of Council. Through our focus on long term planning the quarry will aim to provide a dividend stream to the general fund for the duration of its life.

Recommendation (ENT17)

That the business plan be endorsed.

Subject/File No: WASTE SERVICES STRATEGIC BUSINESS PLAN - OVERVIEW
(AL:CD:P25041)

Prepared By: Andrew Lovett - MANAGER BUSINESS DEVELOPMENT

Reason: To inform Council of the strategic planning process in Waste Services

Objective: Council adoption of Strategic Plan overview

Management Plan Activity: Waste Services.

Background:

This document provides an overview for the Waste Services Business Unit for the period from the Year 2000 to 2020. The Waste Services Business is comprised of two major elements, collection and disposal. Through the work of the Waste Strategy Officer, the Business Unit is rapidly developing a third “arm”, that being the recovery of resources such as marketable recyclables and organics.

This overview complements the work that has been done over recent years in terms of waste reduction strategies. It is not intended to replace these strategies, rather to complement them by achieving the strategies in the most economic fashion.

The aim of Council’s Waste Minimisation and Management Strategy is:

Lismore City Council is committed to investigating and working towards sustainable industries and practices in waste management. The result will be a society with minimal waste, maximum environmental protection and a sustainable economy.”

Council’s ongoing ownership and control of all aspects of the waste collection and disposal service predicate the plan.

The Waste Services Business Unit is a component of the Business and Enterprise Group of Council. The Group has the charter of obtaining economic benefits for Council. One significant element of this is the raising of non-rate revenue to supplement Council income. It is also considered in an environment where National Competition Policy has significantly influenced the way that government and councils view the provision of certain services to the public.

The Waste Minimisation and Management Act has a significant bearing on the way that Councils and Waste Boards consider the provision of these services. A major objective of the Act is to reduce the amount of waste going to landfill by 60% based on 1990 figures.

The plan provides a structured approach to the management of the Waste function. It provides a framework to ensure the continuance of a high quality service for the people of the Lismore Local Government Area.

The Waste Services Business Unit has a market share in the collection of waste of approximately 76%. In the disposal of waste, its market share would be close to 100% for the Lismore Local Government area.

The major influences on the profitability of the industry and this particular business unit are:

1. The effect of government policies;
2. The effect of demographic changes;
3. Pressure being applied from three major sources of supply: land, plant and labour.

Major trends that are influencing the industry are:

- The greatly increasing level of regulation from the Environment Protection Authority (EPA), the Waste Minimisation and Management Act, the Protection of the Environment Operations Act 1997 and the Local Government Act 1993;
- Increasing public awareness of environmental and ecological concerns;
- The replacement of the old 55 litre bins with MGB's;
- The increasing adoption of recycling of marketable waste resources.

Waste Services is an industry which is very heavily dependent on overall economic activity. The growth in local population has a significant effect on the requirement for services and landfill, as does the overall level of economic output.

Major customers for the commercial waste collection service are outlined within the report. Major customers at the Wyrallah Road Waste Facility include Richmond Waste, Lismore City Council's requirements and the Summerland Pumping Service.

Richmond Waste is the predominant waste collection competitor in the region.

The major source of revenue for the waste services business is the domestic waste collection rate, which raises an amount of \$1.28m and represents 58% of the total revenue source.

The major items of expenditure include:

- Tip-face Working Expenses \$389,000 or 18% of revenue;
- Truck Hire \$330,000 or 15% of revenue; and
- Carter's wages \$299,000 or 14% of revenue.

There are a range of strengths, weaknesses, opportunities and threats that are applicable to the Waste Services Business Unit.

The purpose statement for Waste Services is:

To provide an effective and competitive waste collection, resource recovery and waste disposal service and to operate Lismore's landfill in accordance with regulatory requirements.

The overall goals for the business unit are:

1. Reduce the quantity of waste going to landfill by 60% based on 1990 levels (in line with NSW legislation);
2. Obtain and retain EPA licensing for the landfill;
3. Identify, fund and progress the necessary landfill capacity to cover the period through to 2020 and beyond;
4. Develop a customer service and marketing ethos for the business and consequently improve customer satisfaction.
5. Improve the quality of Council's Waste Services;
6. Develop Waste Services' position of lowest cost in the Northern Rivers region (subject to continuance of customer service levels);
7. Implement job redesign, workplace assessment and other initiatives to make work practices more efficient and flexible;
8. Implement the Organics Resource Recovery Facility and Service;
9. Pursue appropriate and viable business opportunities particularly in the area of resource recovery;
10. Review the pricing of commercial and rural collections and increase the number of these services.

Major initiatives include:

- ✓ The development of a Shop/Revolve/Buyback Centre;
- ✓ The establishment of the Organics Reprocessing Facility;
- ✓ Consideration of the next recycling strategy for the City;
- ✓ Implementation of a Cost Reduction Plan;
- ✓ Review of the organisation and management of the workforce.

A financial model has been created for the business unit. There is provision of some \$2.5m for the creation of a new waste facility at the end of the life of the Wyrallah Road Waste Facility, which has been estimated by the Manager Waste Services to be in twelve years. The model allows for dividends to be paid from the Waste Services' reserve to the general fund at an amount of \$200,000 per year from the Year 2013. The position will be reviewed on receipt of the renewed EPA licence for the Waste Facility.

A value of the business has been estimated within the range of \$2.5m to \$5m, the mid-point of this range being \$3.75m.

A review of the domestic waste services position with regard to National Competition Policy has been carried out. Advice from the Department of Local Government suggests Council may wish to consider domestic waste services as a business as classified under National Competition Policy. If so, return on investment objectives may be appropriate.

Manager - Finance & Administration Comments

The development of the Waste Services Strategic Plan is an important tool to be used by management in meeting Council's objectives. It details for stakeholders the direction of the business and the desired outcomes.

From a financial perspective, it is clear that Waste Services is a business and there is potential to generate a dividend for Council. What we need to ensure is that this potential is realised. The Strategic Plan will assist in achieving this objective.

On this basis, the adoption of the Waste Services Strategic Plan is supported.

I would like to point out that the matters of Wyrallah Road Waste Facility rehabilitation and replacement require further investigation. This coupled with the likely impact of the EPA licensing on this facility will impact dramatically on the funding levels required to adequately manage the service and the ability to provide a dividend. Until these issues are reasonably addressed, an informed decision regarding actual dividends is not possible.

Public Consultations

Not applicable.

Other Group Comments

Not applicable.

Conclusion

The Strategic Plan overview contained in this report identifies the future direction for the Waste Services Business Unit. By adopting this overview, Council will set a strong direction for the future management of this business.

Recommendations (ENT15)

That:

1. Council adopt the Waste Services Strategic Plan overview.

2. The General Manager or his delegate provide a further report to Council outlining options for a dividend policy from the Waste Services reserves funds on receipt of the renewed licence for the Wyrallah Road Waste Facility from the EPA.

Subject/File No: INVESTIGATION OF EFFLUENT DISPOSAL FOR COUNCIL'S VILLAGES
(AA:CD:S287, S289, S292, S293, S387)

Prepared By: Manager – Water and Wastewater Services - Anu Atukorala

Reason: Concern regarding the adequacy of existing effluent disposal methods

Objective: Village sewerage effluent disposed of in an environmentally sustainable manner which protects the communities health

Management Plan Activity: Investigate sewerage schemes for new and existing villages.

Background: (Resolution 178/97)

At its meeting held on May 13, 1997, Council requested a report on the financial impact of implementing a sewerage strategy for the villages within the Lismore City Council area so that Council may determine if it wishes to proceed with sewerage any or all of the villages.

Report:

Financial impact

As part of Council's long term strategic planning process a business plan for Council's wastewater services and a supplementary report assessing the impact of sewerage all the villages were completed and copies distributed to Councillors recently.

The villages included in the financial modelling were Clunes, North Woodburn, Dunoon, The Channon, Bexhill, Modanville and Wyrallah. Sewerage of small villages is a costly exercise. The estimated capital cost of a 200 ET (equivalent tenement) conventional sewerage system is in the vicinity of \$5 million, i.e. \$ 25,000 per tenement. In order to minimise borrowings for financial modelling purposes the projects were staged over a 15-year period. It was also assumed that all the projects would be eligible for a 60% subsidy from the Department of Land and Water Conservation (DLWC).

The key findings of this report are as follows:

- If each of the above village sewerage schemes are combined to form one scheme, the rates payable per assessment by the village residents are in the vicinity of \$720 - \$750 per annum.
- If the village sewerage schemes are amalgamated with the Lismore scheme (i.e. larger rate base to share costs and use of existing reserves to fund works), the overall user charge rises from the current figure of \$ 307, to a maximum of \$ 336 per annum by the year 2015. This will remain through to 2020/21 and then decline when debt levels are significantly reduced. (Note that the rates are given in real terms and inflation has not been added).

Given the high economic cost associated with providing sewerage infrastructure, it would not be prudent to sewer all the villages at this point. As such Council may wish to develop a strategy to sewer those villages which are in most need of such a service.

The remainder of this report deals with a strategy, which Council may wish to adopt, to determine which villages to sewer.

Necessity for sewerage Villages

In 1998, the State Government issued a reform package for the management of on-site sewerage systems.

The Local Government (Approvals) Regulations 1999 required on-site sewage management systems to meet the following environmental and health performance standards:

- (a) The prevention of the spread of disease by micro-organisms;
- (b) The prevention of the spread of foul odours;
- (c) The prevention of contamination of water;
- (d) The prevention of degradation of soil and vegetation;
- (e) The discouragement of insects and vermin;
- (f) Ensuring that persons do not come into contact with untreated sewage or effluent (whether treated or not) in their ordinary activities on the premises concerned;
- (g) The minimisation of any adverse impacts on the amenity of the premises and surrounding lands;
- (h) If appropriate, provision for the re-use of resources (including nutrients, organic matter and water).

The issue of inspecting existing on-site sewerage treatment and disposal systems across all of Council has arisen as a result of Local Government Act reforms. Further, the reforms require Council to develop a sewage management strategy.

A report on the performance of the on-site disposal systems in the Village of Clunes was prepared as a part of the investigation into effluent disposal options for that village. This report indicates that most on-site disposal methods in Clunes, (both absorption trenches and spray irrigation) do not generally meet the revised on-site disposal guidelines' performance standards. It highlights that while factors including soil characteristics are important, the key criterion for effective on-site wastewater disposal is the size of the disposal area. (Noted: that the size of the community might have a direct relationship with overall potential impact upon the environment if the systems are not functioning properly.)

Proposed strategy

The calculations and conclusions presented in the Clunes report indicate that it is highly unlikely that an on-site sewage treatment and disposal system on residential sized blocks could ever fully satisfy the new guidelines' performance objectives. As a rough guide, a minimum lot size of 2000m² is required after allowing for a wastewater disposal envelope of 1000m². This information is useful when considering how Council could approach the investigation of wastewater disposal systems at the other villages in Council's area.

The table below lists the villages and the percentage of lots that are under 2000m² for each village. The table highlights that The Channon and Dunoon have a high % of lots with limited disposal areas and is likely to have major on-site disposal problems. Modanville on the other hand may not have a wastewater disposal problem as only 4% of the lots are under 2000m².

TABLE OF VILLAGES & LOT SIZES			
Village	Lots sizes less than 2000m²	Total Lots	% of lots less than 2000m²
Bexhill	70	210	33%
Dunoon	162	200	81%
Modanville	9	209	4%
The Channon	89	103	86%
Wyrallah	74	107	69%
Goolmangar	24	32	75%

Based on the above, it is recommended that Council give priority for investigations into the adequacy of the sewage effluent disposal in Dunoon and The Channon. Such a task is quite large and will take some time to complete. Council does not have the in-house resources to undertake this investigation. Subsidy from the Department of Land and Water Conservation may be available to assist (as has been the case for the investigation undertaken at Clunes). The estimated total cost of these investigations is \$30,000.

Timing of the investigation works

Councillors may be aware that staff are in the process of finalising a sewerage strategy for North Woodburn and the community consultation process for the village of Clunes has already commenced. It would be prudent for Council to await the outcomes of these community consultation processes before commencing studies for the other villages.

Manager - Financial Services Comments

What this report clearly indicates is that, on a stand-alone basis, village schemes are unaffordable. The only way they become affordable is if the village scheme is amalgamated with the Lismore scheme.

While this amalgamation will only increase the cost of the service to Lismore users by \$29 per annum, when coupled with the knowledge that our total rates (General, Water, Sewerage and Waste) are already high, it is doubtful that ratepayers in general can really afford this burden unless something else is reduced. This is unlikely.

Even if we increase the cost for villages to an amount above the Lismore scheme charge such as we do with Nimbin, the impact is still likely to be an adverse impact on the cost of the service.

In relation to the funding of the study proposed for Dunoon and The Channon, as with the Nimbin, North Woodburn and Clunes studies, the cost will be borne by the Lismore scheme users.

While a user pays approach is encouraged, this would be inconsistent with previous decisions.

Public Consultations

The public will be consulted during the investigation stages.

Manager - Environmental Health

A staged approach recognises the objectives of Council's On-Site Sewage Management Strategy in achieving progressive improvement in the management of wastewater within the catchment. The focussing on high density, environmentally sensitive areas such as water catchment areas (Dunoon) recognises the potential to maximise environmental benefit.

Conclusion

- Financial modelling carried out indicates that even after allowing for 60% subsidy from the State Government, the cost of sewerage all the villages is significant.
- There is a substantial user charge differential between a village sewerage scheme and the Lismore scheme. Hence an amalgamated scheme (Lismore plus the villages) appears the most viable option.
- To reduce the impact on the Lismore rate payers, the number of villages to be sewerage need to be minimised. This can only be done once the effectiveness of the on-site systems in the villages has been assessed.
- Based on the lot size criterion, Dunoon and The Channon need to be given priority over other villages.

Recommendations (ENT16)

It is recommended that:

1. A staged approach be taken to investigating current on-site treatment and disposal systems at the villages before committing funds to sewerage them. The priority list for investigations is to be based on the percentage of lots with less than 2000m².
2. Dunoon and The Channon villages be considered as stage one of this process and these studies are to commence in the financial year 2001/02 after assessing the outcomes of the Clunes and North Woodburn community consultation processes.
3. Council seeks subsidy from the Department of Land and Water Conservation to undertake these studies.

Subject/File No: WATER SCHEMES - NIMBIN
(TG:CD:S304)
Prepared By: Terry Gobbe - Manager Assets
Reason: To inform Council of the treatment options of the Nimbin water supply
Objective: Council commence community consultation for the treatment of the Nimbin water supply.
Management Plan Activity: N/A.

Background:

At its meeting of 15th December 1998 Council made the following resolutions:

1. *Council accept the DLWC's offer of 50% of the \$80,000 estimate subsidy for the preconstruction investigation of the Nimbin Water Supply;*
2. *That Council's contribution to the Study of \$40,000 be funded from S64 levies;*
3. *Council engage Department of Public Works and Services to carry out the investigation into options to improve the consistency of water supplied to Nimbin.*

The following report discusses the likely options for water treatment at Nimbin and the associated financial implications should Council resolve to proceed with the project.

Report

The Department of Public Works and Services has now prepared a report for improving the water quality of Nimbin. The investigation examined several options including a conventional filtration system for all consumers and filtration for the village combined with rainwater tanks and household filters for rural consumers.

Nimbin Water Quality

The Nimbin Water Scheme services the Village of Nimbin as well as 70 rural consumers who draw water directly from the trunk main servicing the Village. Disinfection takes place at both the weir and D E Williams Dam to control bacteriological growths including E-Coli. The water servicing Nimbin from Mulgum Creek Weir contains high turbidity, colour and iron during wet weather. During these periods rural consumers receive water of a quality below normal standard and, in an effort to improve the water quality, Council carries out a water main flushing program. Flushing can, in turn, cause disruption of supply pressure to the elevated areas and, in some instances, temporary loss of service.

Minimum residual chlorine levels, required to provide disinfection, are difficult to maintain due to continual changes in water quality. This is particularly due to high iron, colour, turbidity and elevated pH. The water supply does not comply with the 1996 Australian Drinking Water Guidelines (ADWG) on a continuous basis. This is consistent with other small scale unfiltered water supplies.

Water treatment of the Nimbin supply is required to enable the supply to meet the ADWG. There are several types of water treatment processes available and three were considered as part of the investigation. A brief description outlining the advantages and disadvantages of the three processes is attached to the report. The investigation considered the following:

1. Conventional Clarification and Filtration;
2. Dissolved Air Flotation and Filtration (DAFF);
3. Microfiltration Process.

Following evaluation of the three processes, microfiltration is considered the most cost effective and suitable treatment process for the water supplied to Nimbin.

Augmentation Options

With microfiltration selected as the most appropriate treatment process the investigation considered three options for the augmentation of the Nimbin water supply. These options have been developed to achieve a long-term level of service of meeting, or exceeding, 1996 ADWG.

Option 1

Construct a 1.0 Megalitre/day (ML/d) microfiltration Water Treatment Plant, downstream of the weir but above the first rural consumer and supply treated water to all consumers.

Option 2

Construct a 1.0 ML/d microfiltration plant at the DE Williams Dam site and construct a new pipeline back to rural consumers and supply treated water to all consumers.

Option 3

Construct a 0.8 ML/d microfiltration plant at the DE Williams dam to supply treated water to the village. Provide individual 10kL tanks, domestic pressure pumps and household filters to rural consumers.

Part of Option 3. could include the rainwater tank infrastructure provided by Council with the ongoing maintenance and operation undertaken by the property owner. This option would require the approval of the 70 rural consumers.

Staged construction of Options 2 and 3 is possible, which would defer the total capital expenditure of the project. In this situation a lower level of service would be offered until the final stage is completed. That is, the water may not meet ADWG on a continual basis, although it would provide a better quality of water in the interim to the rural consumers.

Cost Estimates

Options have been analysed for capital, operating and net present values.

Option	Capital Cost \$M	Operation and Maintenance over 20 years \$M	NPV (7%) \$M
1	1.8	0.75	2.3
2	2.0	0.83	2.5
3	2.4	0.90	2.8

Evaluation of the options

Option	Advantages	Disadvantages	Rank (NPV)
1	<ul style="list-style-type: none"> • All consumers receive treated water. • Lowest capital and NPV costs. • Treatment plant outside of town centre, less visual impact. • Use of the existing trunk main. • Nil chemical use possible. 	<ul style="list-style-type: none"> • Not possible to stage the work. • Requires sludge handling and lagoons. • Requires extension of three-phase power. 	1
2	<ul style="list-style-type: none"> • All consumers receive treated water • Work can be staged. • Wastewater can be discharged to sewer (following DLWC approval). • Power close by. • Closer to town centre. 	<ul style="list-style-type: none"> • Second highest NPV. • Requires a duplicate main to rural consumers. 	2
3	<ul style="list-style-type: none"> • Work can be staged. • Wastewater can be discharged to sewer (following DLWC approval). • Power close by. • Closer to town centre. 	<ul style="list-style-type: none"> • Treated water not available to rural consumers. • Continued maintenance of household filters. • Highest capital & NPV cost. • Continued disinfection of tank water not possible. 	3

Financial Impacts

In smaller communities the cost of providing water treatment is greater, due to the lack of economy of scale. Financial modelling of the Water Fund indicates that, by spreading the cost of the project across all Lismore consumers, the scheme is affordable.

State Government subsidy for the filtration project is not guaranteed and will be considered only on a case by case basis.

Manager - Finance & Administration Comments

The key issue from a financial perspective is whether or not these works should be funded by Nimbin or all Water Supply users.

Council's policy in relation to 'user charges' for Water Supply is that all users pay the same consumption charge and a variable fixed charge depending on the size of the service. The current policy supports the scenario that all Water Supply users pay.

The cost to all Water Fund users, assuming a full subsidy, is an increase in the typical residential bill of \$245 by approximately \$8 per annum. I might add that if Nimbin users alone were to fund this cost, the typical residential bill would commence around \$457 per annum.

Public Consultations

To be undertaken as part of the resolution of Council.

Other Group Comments

Manager Environmental Health - The Australian Drinking Water Guidelines 1996 provide the Australian community and water supply industry with guidance on what constitutes good quality drinking water (as distinct from water which is acceptable). They are concerned with the safety of water from a health point of view and with its aesthetic quality. The guidelines are applicable to any water intended for drinking and replace the 1987 NHMRC/AWRC Guidelines for Drinking Water Quality in Australia. The guidelines have been adopted by the NSW Department of Health, who have formally requested water supply authorities to implement appropriate actions to manage drinking water supplies to satisfy the nominated performance standards for system management and performance.

The performance of the Nimbin water supply as monitored through analytical testing procedures has failed to meet the 95th percentile (95% of monitoring results should satisfy the guideline) standard recommended as guidelines were exceeded on more than a rare occasion. These results are attributed to the unfiltered nature of the supply and support the need for the proposed augmentation works.

Conclusion

The Mulgum Creek water supply contains high turbidity, colour, iron and E-Coli. Further water treatment is required to comply with the 1996 ADWG on a continuous basis. It is becoming increasingly difficult to meet customer expectations with Council receiving continuous complaints from the consumers regarding water quality.

The investigation report prepared by the DPWS has shown that a microfiltration plant would satisfy the requirements of ADWG and meet the community expectations on water quality and chemical use.

Recommendations (ENT12)

1. Council commences community consultation using the Nimbin Water Supply Augmentation Strategy Report March 2000 prepared by Department of Public Works and Services as a basis for the consultation process.
2. That, following commencement of the consultation process, a consultation committee be formed comprising representatives of the community, two councillors and staff representatives.
3. The consultation committee report back to Council with the preferred option on completion of the consultation process.
4. Council seeks Government subsidy from the DLWC for the augmentation of the Nimbin Water Supply Scheme.
5. That Councillors _____ and _____ be nominated to the consultation committee.

Subject/File No: SECTION 64 PLAN REVIEW
(S744)
Prepared By: Project Engineer, Client Services Unit - Janaka Weeraratne
Reason: Council Request
Objective: To review Developer Charges for Water and Wastewater Works
(S64 Charges)
Management Plan Activity: Strategic Plan Link 6.4, 6.5 and 2.2

Background:

At the Council meeting held on June 8, 1999, Council resolved as follows for the report on Section 64 (S64) charges:

- 1) *That consideration of this report be deferred pending completion of:*
 - a) *The Department of Land and Water Conservation (DLWC) review of S64 Charges;*
 - b) *The LCC Water and Wastewater Financial Plan being prepared by Department of Public Works and Services (DPWS)*
- 2) *That a further report be provided to Council once those pre-requisites outlined in (1) are complete, such a report to include reference to options for competitive reductions of S64 charges*
- 3) *That should DLWC review of the S64 charges not be provided within 3 months, a further report be provided to Council. (A further report was provided in the Bulletin to Councillors)*

Since DLWC was unable to review the S64 charges within the three month period, Council requested DPWS to review Council's draft S64 charges in line with DLWC guidelines. This has been completed.

S64 charges are up-front charges levied by Council's Water and Wastewater Business Unit to recover infrastructure costs (water and wastewater), and costs incurred in servicing new developments. That is, developers are required to buy their portion of the asset. (The issue of whether the asset has been fully paid off or is loan funded is not considered in the guidelines.)

Legislation

The power for Local Government to levy developer charges for water supply and wastewater derives from section 64 of the Local Government Act 1993 by means of a cross-reference in that Act to Division 2 of Part 3 of the Water Supply Authorities Act 1987.

Section 25(3) of the Water Supply Authorities Act 1987 provides the following:

- (3) In calculating an amount for the purposes of subsection (2):
 - (a) *the value of the existing works and the estimated cost of projected works may be taken into consideration, and*
 - (b) *the amount of any government subsidy or any similar payment is not to be deducted from the relevant value or cost of the work, and*
-

(c) consideration is given to any guidelines issued for the time being for the purposes of this Division by the Minister for Public Works

In 1995, the Minister for Land and Water Conservation took over the responsibilities of the Minister for Public Works in regard to NSW country town water services, and the Minister for Land and Water Conservation is the Minister responsible for issue of guidelines for water utilities on the calculation of water supply and wastewater developer charges.

Review of S64 Contributions:

The main differences between the previous method of calculating S64 contributions and the current method is summarised below:

- All water and wastewater assets pre-1970 are not included in the calculations.
- Zones with substantial levels of post 1970 assets face increased charges.
- A return on investment factor (both for existing assets and proposed capital works) based on the estimated period for full take up and the construction date of the asset is applied to the cost of the asset.
- The adoption of a “reduction amount” in proportion to the proposed asset renewal costs. (This concept reflects the consumption of useful life of assets in the S64 charge calculations).

The following is a summary of the revised S64 charges calculated based on the DLWC guidelines:

S64 Charges - Wastewater

Zone	Current Charge	Revised Charge
Nimbin	\$4,429	\$15,450
East Lismore	\$4,175	\$2,940
Goonellabah	\$3,277	\$4,970
South Lismore	\$5,821	\$2,790

S64 Charges - Water

Zone	Current Charge	Revised Charge
Holland Street	\$2,213	\$1,590
Wyreema Ave	\$1,898	\$700
Ross Street	\$2,088	\$760
Central	\$1,873	\$720
Tanelawn	\$2,398	\$1,510
Nimbin (without filtration plant)	\$3,796	\$5,560
Dunoon/ Modanville/ Channon	\$7,523	\$6,950
Clunes	\$1,265	\$1,130
North Woodburn	\$1,488	\$0

Notes:

1. The true cost of the assets have been taken into account (i.e. Government subsidies have not been deducted from the value of the asset).
2. There is no S64 charge for North Woodburn because all the assets were constructed pre 1970.

Section 64 Plan Review

3. The S64 charges are calculated as per the flow sheet given in Appendix A.
4. Further details of the above calculations are in Attachment 1.

Charging less than calculated amount

DLWC in their draft report have stated the following:

“When Council adopts its policy on water supply and wastewater developer charges, a water utility may elect to charge less than the calculated amounts.”

If a water utility elects to charge less than the calculated amounts of developer charges, then the resulting cross-subsidy from the existing customers in a typical residential bill needs to be calculated and published in the utilities annual report.”

Despite the fact that the legislation states that subsidy cannot be deducted from the cost of the Works, using DLWC’s philosophy, Council may deduct any State Government Subsidies received through the Country Towns Water Supply, Wastewater and Drainage Program in S64 calculations provided the subsidy is disclosed.

If the State Government subsidies received are taken into consideration, the S64 charges are as follows:

S64 Charges - Wastewater

Zone	Current Charge	Revised Charge	Revised Charge (subsidised)
Nimbin	\$4,429	\$15,450	\$8,650
East Lismore	\$4,175	\$2,940	\$1,960
Goonellabah	\$3,277	\$4,970	\$3,690
South Lismore	\$5,821	\$2,790	\$2,040

S64 Charges - Water

Zone	Current Charge	Revised Charge	Revised Charge (subsidised)
Holland Street	\$2,213	\$1,590	\$1,340
Wyreema Ave	\$1,898	\$700	\$560
Ross Street	\$2,088	\$760	\$760
Central	\$1,873	\$720	\$720
Tanelawn	\$2,398	\$1,510	\$1,510
Nimbin (without filtration plant)	\$3,796	\$5,560	\$4,060
Dunoon/ Modanville/ Channon	\$7,523	\$6,950	\$5,540
Clunes	\$1,265	\$1,130	\$1,130
North Woodburn	\$1,488	\$0	\$0

Nimbin Filtration Plan

It is current State Government Policy (DLWC) that capacity allowed for growth is not subsidised. The filtration plant is estimated to cost \$1.8 million. Approximately 25% of the capacity of this filtration plant

Section 64 Plan Review

(\$1.8 million) will be reserved for future growth. As such, only 75% of the project costs will be eligible for subsidy.

Based on the above, the estimated S64 charges for the filtration plant component is \$7,410 per ET. This charge of \$7,410 per ET will have to be added to the revised charge adopted.

Manager - Finance & Administration Comments

The calculation of Section 64 Developer Charges are quite specific and relate directly to works undertaken or to be undertaken because of development. As such, the proposition that developers should pay for their component of these costs via developer charges is not disputed.

It is interesting to note that based on the Revised Charges, most of the developer charges have reduced except for, Nimbin Wastewater, Goonellabah Wastewater and Nimbin Water. It is also possible to reduce these charges further if you include the level of Government Subsidy applicable to these works in the calculation.

A further reduction to include government subsidy is supported in that most charges are for works completed and fully funded within the current user charge structure. This decision may stimulate development by improving affordability.

Now that the Section 64 Plans have been reviewed and the Water and Wastewater Business Plan prepared, it is possible for a sensitivity analysis to be prepared on any scenario including reducing developers contributions to assess the impact on user charges.

Public Consultations

Public consultation will take place with the formal exhibition of the revised S64 plan.

Manager Water and Wastewater Services - Comments

The S64 charges have been calculated based on current DLWC guidelines. Most areas will have a substantial reduction in developer charges. However, charges are higher in areas with small population bases and new infrastructure, such as Nimbin.

There is a necessity to review developer charges at least on a five (5) yearly basis or if the works program changes substantially or the funding situation changes.

“Revised” S64 charges

If Council resolves to adopt the revised charges, it indicates that the true cost of the asset has been taken into consideration, i.e. it is a genuine user pay charge.

“Revised” (Subsidised) S64 charges

If Council adopts the revised (subsidised) charges, it indicates that the cost of assets have been undervalued by the amount of subsidy received.

Adopting the revised (subsidised) charges will not result in a cross subsidy from existing customers. It would however be necessary to publish the fact that the State Government subsidies have been discounted.

Further reduction in S64

If Council resolves to further reduce S64 charges, then it would be necessary to cross subsidise from existing customers and the amount per residential bill needs to be calculated and published.

Conclusion

The S64 charges have been prepared in accordance with the DLWC guidelines.

Recommendation

1. That Council adopt the subsidised S64 Contribution Plans for Water and Wastewater.
2. The S64 Contribution Plans for Water and Wastewater be displayed for public comment for twenty eight (28) days.
3. That Council publish the fact that the State Government Contributions have been deducted from the relevant assets.
4. On completion of the display period, a further report be brought forward to Council for adoption of the S64 Contribution Plans.

Subject/File No: REPLACEMENT OF COUNCIL PLANT - V349 BOMAG BW213D SELF PROPELLED ROLLER
(CS/CA: T2000-15)

Prepared By: Workshop & Fleet Manager - Col Starr

Reason: To inform Council of replacement purchase of major plant items.

Objective: To seek Council's approval for purchase of one new 12-13 tonne self propelled roller.

Management Plan Activity: 1.12 - Plant Operations

Background:

Tenders closed on February 16th, 2000 for the supply of one new 12–13 tonne (approx.) self-propelled roller and the sale of V349 - 1987 Bomag BW213D self propelled roller.

Lismore City Council currently operates four rollers of this configuration (listed below) with three being smooth drums and the other one is larger and fitted with a 'padfoot' drum.

- V307 1995 Ingersoll Rand *Puma 169AV* - 7 Tonne Combination *Smooth Drum* Roller, light to medium weight maintenance roller.
- V349 1987 Bomag *BW213D* - 12 Tonne Self-Propelled *Smooth Drum* Roller, medium weight maintenance and construction roller. (Being replaced in this tender)
- V350 1994 Bomag *BW217PD-2* – 18 Tonne Self-Propelled *Padfoot Drum* Roller, heavy weight construction roller.
- V351 1998 Caterpillar *CS563C* – 12 Tonne Self-Propelled *Smooth Drum* Roller, medium weight maintenance and construction roller.

The machine being replaced is on the 1999/2000-plant replacement program.

There are a total of thirteen (13) rollers being tendered by eight (8) suppliers. There are also four (4) private offers to purchase outright the trade-in and one (1) estimate of auction result (Schedule following).

Consultation with the users of this machine (City Works) have stated that they require a similar size and performance to the roller being replaced (V349) and the latest roller purchased (V351) with special consideration being given to 'safety of work site and operator' and to the 'power required to operate on maximum inclines which is an operational need within the Lismore City area'.

With the world economic climate as it is today, there is a greater number of construction machinery items for sale within Australia at almost fire-sale prices, care must be taken when selecting essential plant items so that Lismore Council is not caught with machinery which cannot do the job, have components which are known to be less than reliable, or the machine realises lower than acceptable returns for trade-in or has a higher than acceptable down-time and consequently becomes a liability more than an asset.

Replacement of V349 Bomag Self Propelled Roller

During the 1980's Council purchased a number of machines that appeared well built and appeared to be good value. Within a short period substantial warranty claims became a problem. Down-time due to lack of parts availability and lack of backup from the supplier resulted in substantial loss of productivity. This ended up costing Council a great deal of money and the early sale of some non-performing plant items.

Australia is a very small player in the world machinery market and represents less than .5% of the world market. We therefore need to purchase equipment from world class manufacturers who are prepared to support their product line either directly or through a well know supplier with good factory backup. Unfortunately there are a number of new products on the market. With limited sales in Australia the long-term prospects for product backup the ability of a company to supply parts and service is limited.

Staff Involvement

It is vital that any proposed machine is well accepted by the staff and thus have a long operating life. With this in mind staff inspected the top rating machines.

While all the better-listed machines would do the job the outstanding machine appears to be the Dynapac. All staff and users who inspected the machine were impressed with the operation capacities of the machine and the inbuilt safety features. The safety features will be a great advantage when operating in the urban area and on the winding rural roads where good vision is a major safety feature.

Schedule of the tenders received is listed below.

SUPPLIER	Make, Model & Details of Roller	Cost to Council before Trade-in	Trade-in Offer for V272	Cost using No-Trade-In Offer	Best Change-Over Cost & Delivery
Wirtgen Aust. Blacktown NSW	Hamm 4011D Op. Weight: 12,150 kg	\$111,200	\$30,000	\$110,100	\$77,325.00 using the Munro private offer <i>1-2 weeks</i>
Hitachi Const. Eq. Aust. Archerfield QLD	Hitachi Protec Boxer III Op. Weight: 12,000 kg	\$118,127	\$30,000.00	\$118,127	\$85,352.00 using the Munro private offer <i>2 weeks</i>
Compaction Equipment Sales Brendale QLD	Amman AC110-2 <i>*Op. Weight: 11,200 kg</i>	\$129,900 <i>*Less than 12- 13 tonnes required</i>	\$42,600	\$127,900	\$87,300.00 Using the trade-in offer. <i>10 weeks</i>
GCM Agencies Mt.Kuring-Gai NSW	Multipac VV1100D Op. Weight: 12,285 kg	\$129,000	\$40,000	\$124,000	\$89,000.00 Using the trade-in offer. <i>2-3 weeks</i>
Svedala Silverwater NSW <i>*Non conforming tender*</i>	Dynapac CA252D <i>*Op. Weight: 10,500 kg</i>	\$136,950 <i>*4 cyl. engine* *Less than 12- 13 tonnes required</i>	\$35,000	\$130,275	\$97,500.00 using the Munro private offer <i>3 weeks</i>
GCM Agencies Mt.Kuring-Gai NSW	Multipac VV1500D Op. Weight: 15,420 kg	\$139,000	\$40,000	\$134,000	\$99,000.00 Using the trade-in offer. <i>2-3 weeks</i>

LISMORE CITY COUNCIL - Meeting held April 4, 2000

Replacement of V349 Bomag Self Propelled Roller

Schedule of Tenders (Cont'd)

SUPPLIER	Make, Model & Details of Roller	Cost to Council before Trade-in	Trade-in Offer for V272	Cost using No-Trade-In Offer	Best Change-Over Cost & Delivery
Banbury Engineering Rocklea, QLD	Bomag BW212D-3 Op. Weight: 12,400 kg	\$140,600	\$39,675	\$140,600	\$100,925.00 Using the trade-in offer. 2-3 weeks
Svedala Silverwater NSW	Dynapac CA262D Op. Weight: 10,850 kg	\$140,950 <i>*Less than 12- 13 tonnes required</i>	\$35,000	\$134,275	\$101,500.00 using the Munro private offer 12 weeks
N.S.Komatsu Brisbane	Ingersoll-rand SD110D <i>*Op. Weight: 11,270 kg</i>	\$137,500 <i>*Less than 12- 13 tonnes required</i>	\$20,500.00	\$137,000	\$104,225.00 using the Munro private offer 3-4 weeks
Svedala Silverwater NSW <i>*Non conforming tender*</i>	Dynapac CA302D Op. Weight: 12,950 kg	\$145,450 <i>*4 cyl. engine*</i>	\$35,000	\$138,350	\$105,575.00 using the Munro private offer 3 weeks
Banbury Engineering Rocklea, QLD	Bomag BW214D-3 Op. Weight: 13,600 kg	\$145,800	\$39,675	\$145,800	\$106,125.00 Using the trade-in offer. 2-3 weeks
Gough & Gilmour Grafton NSW	Caterpillar CS563D Op. Weight: 12,265 kg	\$146,000 ($\$1,000$ less if payment on delivery)	\$35,000	\$141,000 ($\$1,000$ less if payment on delivery)	\$107,225.00 using the Munro private offer 8-12 weeks
Svedala Australia. Brisbane	Dynapac CA362D Op. Weight: 13,3500 kg	\$149,450	\$35,000	\$142,150	\$109,375.00 using the Munro private offer 3 weeks
<u>Private Offers to purchase V349</u>	<i>Munro Machinery P/L Rocklea QLD \$32,775.00</i>	<i>Remoplains P/L Oxenford QLD \$24,600.00</i>	<i>Jonker Plant Hire P/L Goonda QLD \$24,000.00</i>	<i>R. D. Williams Machinery P/L Rocklea QLD \$23,651.00</i>	<i>Fowles Auction Group Eagle Farm QLD Alternative Auction Proposal \$27,000.00 reserve **</i>

Tender Analysis

An evaluation panel of Col Starr (Workshop & Fleet Manager), Darren Patch (Rural Works Engineer), Peter Brewer-Charles (Rural Works Supervisor) and Chris Allison (Contracts Officer) assessed the tenders as per the criteria set out in the tender documents.

Evaluation Criteria	Price 40%	Capability 30%	Functionality/ Conformity 30%	Evaluation % Total
<u>Wirtgen Aust.</u> Hamm 4011D	40.0%	12.6%	22.5%	75.1%
Hitachi Construction Machinery Aust. Hitachi Protec Boxer III	37.4%	15.0%	16.5%	68.9%

LISMORE CITY COUNCIL - Meeting held April 4, 2000

Replacement of V349 Bomag Self Propelled Roller

Compaction Equipment Sales. Amman AC110-2	34.84%	15.0%	12.0%	61.8%
GCM Agencies P/L	33.96%	13.8%	21.0%	68.8%
Multipac VV1100D				

Replacement of V349 Bomag Self Propelled Roller

Evaluation Criteria	Price 40%	Capability 30%	Functionality/ Conformity 30%	Evaluation % Total
Svedala Dynamac CA252D	29.56%	24.0%	4.5%	58.1%
GCM Agencies P/L Multipac VV1500D	28.79%	13.8%	21.0%	63.6%
Banbury Engineering Bomag 212D-3	27.79%	26.4%	21.0%	75.2%
Svedala Dynamac CA262D	27.49%	24.0%	24.0%	75.5%
NS Komatsu P/L Ingersol-Rand SD110D	26.1%	13.8%	21.0%	60.9%
Svedala Dynamac CA302D	25.39%	24.0%	4.5%	53.9%
Banbury Engineering Bomag 214D-3	25.1%	26.4%	21.0%	72.5%
Gough & Gilmour Caterpillar CS563D	24.53%	29.4%	30.0%	83.9%
Svedala Dynamac CA362D	23.42%	24.0%	30.0%	77.4%

Key Points To Consider

- Purchase best possible roller capable of completing tasks, both construction and maintenance, as required, when required.
- Proven back-up support from supplier and manufacturer of roller.
- Operator comfort with 'ergonomic design' and operating considerations (OH&S) on work site.
- Only replace with a roller, which is similar in size, to existing roller (not larger or smaller).
- Ability to keep machinery working with minimum maintenance and repair time/costs.

Comments by Group Manager - City Works

The ability to compact road-making materials is vital to the longevity of the road system. Rollers are now highly technical machines that have been substantially refined over the last 10-20 years. The important features of the road roller are:-

- absolute reliability;
- comparative effort (ability to compact material); and
- service backup.

Replacement of V349 Bomag Self Propelled Roller

The best way of deciding which road roller to purchase is to contact the road roller hire firms. They have a large number of rollers which are used by a huge number of contractors both good and bad. Consequently the machines are subjected to extremes of use. Any machines that can take this sort of treatment and still operate are going to have a long life if well maintained.

Major hire firms have long used Dynapac road rollers of this size. The Dynapac is chosen as it is both tough and reliable.

I endorse the recommendations to purchase a Dynapac CA362D roller and sell the existing machine privately.

Financial Section

There are adequate funds available for the changeover of this roller. Given that the roller being replaced was in operation for 13 years, it would be prudent to obtain the best possible replacement, not the cheapest, for such a long term investment.

From the conclusions drawn in this report, the recommendation appears operationally and financially sound.

Other Group Comments N/A

Conclusion

While the lower priced machines appear to be an attractive purchase, the consideration of long-term ownership with Lismore City Council is crucial.

The attachment of technical details shows that several rollers are below the “operating weight” of 12–13 tonnes required and certain components in several of the rollers tendered are doubtful with failures still occurring while others are installed with lower-powered engines which offer lower performance (or non-performance in certain terrain) and often results in costly rebuilds well before disposal whereas the larger capacity engines are less stressed throughout their life and mostly last the entire life of the machine.

Uniformity of fleet units has merits as it reduces costs of maintenance items and spare parts required, however, it is not the only consideration of purchases in smaller number fleets. The best machine to do the job is still the primary choice while pricing remains a factor in the purchase.

Serious consideration has been given to ‘safety on the work site’ (example of newer standards soon to be introduced is the “*Vision of a 1 metre high object at 1 metre distance from the machine*” area from operators seat) and ‘operator safety’, as damage to operators, other site personnel and machinery is expensive and reflects in all costs.

Recommendation (WOR11)

That Council purchase one (1) Dynapac CA362D Self Propelled Roller as tendered (T2000-15) by Svedala of Silverwater, NSW for the cost of ***\$142,150.00 (No trade-in offer);***

and

Accept the ‘Private offer to purchase V349’ from Munro Machinery P/L of Rocklea, QLD, for the amount of ***\$32,775.00.***

Change-over cost to Council being ***\$109,375.00.*** (Anticipated delivery of machine 3 weeks from placement of order.)

Subject/File No: INVESTMENTS HELD BY COUNCIL AS AT FEBRUARY 29, 2000
(GB/LM: S170)

Prepared By: Financial Accountant, Graeme Blanch

Reason: To comply with Section 625 of the Local Government Act.

Objective: To invest Council's surplus funds to best advantage to comply with Council's investment policies.

Management Plan Activity: General Purposes Revenues

Information:

The attached list of investments held by Council with various financial institutions has been made in accordance with Section 625 of the Act and in accordance with Council's investment policies.

Council's total investment for February amounted to \$21,544,878 with an average interest return of 5.59%. Interest rates at the same time last year were 4.56%. The outlook for the economy will be complicated by the introduction of the GST which is expected to make interpretation of data particularly difficult. The majority of financial institutions advise that interest rate rises will be more modest than in previous years.

Financial Section

Included in the body of the report.

Public Consultations

Not required.

Other Group Comments

Not requested.

Recommendation (COR15)

That the report be received and noted.

Present: Mr Garry Hemsworth (*Chairperson*), M/s Bronwyn Mitchell on behalf of Mr Thomas George, MP, Messrs Mike Baldwin (*Roads and Traffic Authority*), Chris Mallam (*Lismore Unlimited*), Sgt David Driver (*Lismore Police*) and Mr Bill MacDonald (*Traffic and Law Enforcement Co-Ordinator*).

Apologies: Apologies for non-attendance on behalf of Councillors John Chant, Ken Gallen and Mervyn King, Mr Thomas George, MP, Mr Bill Moorhouse and Mrs Wendy Johnson were received and accepted and leave of absence granted.

Minutes of Traffic Advisory Committee Meeting - February 16, 2000

Members were advised that the Minutes of the meeting held on February 16, 2000 were adopted by Council at its meeting of March 14, 2000, excluding Item No. 3 (*Traffic Control Devices*) and No. 9 (*Intersection of Carrington/Conway Streets*).

1. With respect to Item No. 3 (TAC4/00), the Committee noted Council's resolution. Mr Baldwin advised that the record keeping of sign installations was not a new requirement although it may have been less formal in the past. (99-21450:S341)
2. With respect to Item No. 9 (TAC10/00), the Committee noted Council's resolution. The options available would be brought back to the next meeting for further consideration. (R7307,R7303)

Disclosure of Interest: Nil

Correspondence:

3. **Northern Rivers Vintage & Veteran Car Club Inc;** outlining its proposal to hold the 40th Anniversary Rally between August 9-13, 2000.
The Committee was advised that Lismore Unlimited had consulted with Magellan Street traders directly affected by the proposed closure and they had offered no objection subject to Carrington Street remaining open at its intersection with Magellan Street. It was suggested that sections of the wider footpath areas in Magellan Street might also be used for parking of the vintage cars. The Committee raised no objection to the barricading of the kerbside parking area on the eastern side of Molesworth Street between the New Olympic Motel and the entrance to the adjoining vacant block.
TAC15/00 **RECOMMENDED** that approval be given for Magellan Street, between Molesworth and Carrington Streets, and between Carrington and Keen Streets, to be closed on Saturday, August 12, 2000, between the hours of 7.00am and 1.00pm.
TAC16/00 **FURTHER RECOMMENDED** that approval be given for the kerbside parking area on the eastern side of Molesworth Street to be barricaded off on Wednesday, August 9, 2000, between the New Olympic Motel and the entrance to the adjoining vacant block, between the hours of 8.00am and 1.00pm.

(00-1939:S336)

LISMORE CITY COUNCIL - Meeting held April 4, 2000

MINUTES OF THE TRAFFIC ADVISORY COMMITTEE MEETING HELD MARCH 15, 2000 AT
10.00 AM. (WMacD:VLC:S352)

4. **Tunable Creek Public School;** listing various issues which would increase the safety of School children resulting from its involvement in the '*Safer Routes to School*' Programme.

The Committee was advised that Police, RTA and Council Representatives had met with the Principal on-site on Tuesday, March 14, 2000, to discuss the various issues highlighted in the correspondence; namely -

- * The condition of Tuntable Creek Road be referred to the Manager of Road & Infrastructure for investigation.
- * It was suggested that signage on the causeways on Tuntable Creek Road required replacement and/or upgrading.
- * There was an area for children to wait for buses on the corner of Tuntable Creek and Young Roads. However, some minor grading works were required to tidy the area when plant was next in the area. This issue was referred to the Manager of Roads & Infrastructure.
- * A relatively flat area opposite the School had been identified for parking overflow. However, this area becomes slippery in wet weather and would require placement of metal. This proposal to be referred to the Manager of Roads & Infrastructure for investigation.
- * Cars parking along Rose Road had been identified previously and action had been taken to remove a number of abandoned vehicles. It was noted that there were areas where residents parked along the roadside due to difficult accesses to houses. Some residents had been spoken with to ensure they parked as far off the road as possible.
- * It had been pointed out the 40 kph *School Zones* were only applicable to urban areas or where the out-of-School hours speed limit was 60 kph.
- * It was suggested that the times on the *School Zone* signs be changed to 7.30am-9.00am and 2.00pm-3.30pm and that the signs be upgraded to the new *School Zone* sign design.

TAC17/00 **RECOMMENDED** that the above actions be investigated or carried out as required.
(00-2831:S596)

5. **Mr Sheldon Maher;** seeking the installation of speed bumps and additional signage on the 'curves' of Mountain View Drive; and also expressing disappointment in the delay of providing a roundabout at the intersection of Ballina and Invercauld Roads, Goonellabah.

The Committee noted that Mountain View Drive was a local dead-end road on a relatively steep grade. For this reason speed bumps were not considered appropriate. It was suggested that the 50 kph sign at the start of Mountain View Drive could be upgraded to include '**Local Area Traffic**' plus symbol, and an additional 50 kph sign might be installed further along Mountain View Drive. In addition, a broken white centre line should be painted around the 'curves' to assist in keeping motorists on the correct side of the road.

Sgt Driver indicated that Police Officers would also monitor speeds within the subdivision when resources were available.

In relation to the intersection of Ballina and Invercauld Roads, it was confirmed that Council was pursuing approval and funding from the NSW Roads & Traffic Authority for the construction of a roundabout at the intersection.

TAC18/00 **RECOMMENDED** that the above works be carried out. (00-3601:R6487,R6408)

General Business

6. Olympic Torch Relay

The Committee had been asked to discuss the proposed road and parking closures for the upcoming Torch Relay.

Members were advised that it was proposed the following roads be closed on August 23, 2000 between the hours of 10.00am and 2.00pm -

* **Uralba Street:** Between Dawson and Brewster Streets

* **Brewster Street:** Between Uralba Street and Laurel Avenue.

It was also proposed that kerbside parking be prohibited around the outside of the 'Main Block' along Molesworth Street, between Magellan and Woodlark Streets; along Woodlark Street, between Molesworth and Keen Streets; and along Keen Street, between Woodlark and Magellan Streets. Parking would be prohibited from approximately 7.00am. All intersections enroute would be supervised by either Police Officers or accredited Traffic Controllers.

TAC19/00 **RECOMMENDED** that the above restrictions be approved. (S727)

7. Loading Bay at Transit Centre - Molesworth Street, Lismore

Mr MacDonald advised that he had met with the Manager of the Transit Centre onsite with Police and RTA Representatives to discuss the issue at hand. The freeing up of time-limited parking in the vicinity of the Centre would be of benefit. Sgt Driver took this on board to relay to Parking Police.

Due to the small number of delivery vehicles servicing the Centre and the fact that the majority of deliveries were carried out during early morning hours when parking was generally available, it was agreed by all (*including the Centre Manager*), that a specific loading zone was not required at this stage.

TAC20/00 **RECOMMENDED** that the above be noted. (R7322)

8. Intersection of Uralba and Diadem Streets, Lismore

A plan was tabled showing a proposal to reverse parking arrangements in Uralba Street, between Diadem and Brewster Streets, placing 45° angle parking on the southern side and parallel parking on the northern side.

The plan also showed a centre median along Uralba Street which included two pedestrian refuges; one each side of Diadem Street, through the intersection of Diadem Street. This would prohibit cross traffic and right-turn movements at the intersection and was in line with Development Application Conditions relative to the extension of the Lismore Square. It was noted that one pedestrian refuge already

existed. The other needed to be constructed at the earliest opportunity. The Manager of Lismore Square had been consulted and was satisfied with the parking proposal.

TAC21/00

RECOMMENDED that the parking in Uralba Street be reversed, as outlined above.

TAC22/00

FURTHER RECOMMENDED that the additional pedestrian refuge and line-marking be installed on Uralba Street, immediately above Diadem Street. (R6058)

9. **Works Zone - Lismore Central, Keen Street**

Mr MacDonald advised that he had received a request from SJ Electrics, Contractors for the major refurbishment of Woolworths at Lismore Central, for a 'Works Zone', (old Construction Zone) to be signposted on the western side of Keen Street, from the exit driveway under Lismore Central, heading north to allow parking for five (5) vehicles. It was anticipated that construction would take approximately four/five months to complete. The 'Works Zone' would allow trade vehicles to park without being fined; of which many are too high to gain access under the Lismore Central complex.

TAC23/00 **RECOMMENDED** that a 'Works Zone' be introduced as outlined above for the duration of the construction period. (R7313)

10. **Parking Sign Maintenance**

Sgt Driver submitted a list of parking signs requiring maintenance from the Police Parking Patrol Officers, generally within the Lismore CBD and the College Road/Bright Street areas. This list would be referred to Council's Signwriting Section for attention.

TAC24/00 **RECOMMENDED** that the above be noted. (S353)

11. **Road Safety Officer's Progress Report** (Copy attached)

The Road Safety Officer's Progress Report for the period of December 1999 to February 2000 inclusive was submitted for the Committee's information.

TAC25/00 **RECOMMENDED** that the report be noted and Mrs Johnson thanked for her ongoing commitment to road safety. (S596)

This concluded the business and the meeting terminated at 11.05 am.

CHAIRPERSON

TRAFFIC & LAW
ENFORCEMENT CO-ORDINATOR

LISMORE CITY COUNCIL - Ordinary Meeting held March 14, 2000

MINUTES OF THE ORDINARY MEETING OF THE COUNCIL OF THE CITY OF LISMORE HELD IN THE COUNCIL CHAMBER, GOONELLABAH ON TUESDAY, MARCH 14, 2000 AT 6.00PM.

Present: His Worship the Mayor, Councillor Gates; Councillors Baxter, Chant, Crowther, Gallen, Hampton, Irwin, King, Roberts, Suffolk, Swientek (from 6.08pm) and Tomlinson, together with the Acting General Manager (Col Cooper); Group Managers - City Works, Business & Enterprise and Acting Group Manager-Planning & Development (Helen Manning); Manager Finance & Administration, Waste Strategy Officer and Administrative Services Manager.

53/00 Apologies/
Leave of
Absence: Leave of absence was granted to Councillor King for March 15 to March 26, 2000.
(Councillors Baxter/Hampton)

54/00 Minutes: The Minutes of the Ordinary Meeting held on February 22, 2000, were confirmed.
(Councillors Irwin/Tomlinson)

PUBLIC ACCESS SESSION:

Prior to the commencement of the meeting, a Public Access Session was held at which Council was addressed by the following:-

Mr Pointon-Wales re Rescission Motion - Lismore Saleyards

Mr Pointon-Wales outlined his dealings with Council about the possible lease of the calf/pig yard. He detailed his possible ideas for use of the site. (00-2643: P5986)

CONDOLENCE

Family of the Late Graeme Douglas Martin

Commenced at Lismore City Council on 3/3/1980 as a labourer.

During employment has worked in Rural Parks gangs as a plant operator but also had extensive experience in Waste Services, being the relief driver for garbage truck, streetsweeper and footpath sweeper and maintenance duties at the Waste Facility.

On 2/1/98 took up permanent position as Garbage Truck Driver on Council's robotic arm vehicles.

Graeme died on 4/3/00.

55/00 The Mayor moved that Council's expressions of sympathy be conveyed to the family of Mr Martin and the motion was carried with members standing and observing the customary moment's silence. (S75)

NOTICE OF RESCISSION MOTION

Lismore Saleyards

(Copy attached)

LISMORE CITY COUNCIL - Ordinary Meeting held March 14, 2000

Formal notice having been given by Councillors Swientek, Tomlinson & Gallen it was MOVED that Council rescind Councillor King's motion (31/00 of 22/02/00) on the Lismore Saleyards.

(Councillors Swientek/Gallen)

On submission to the meeting the rescission motion was DEFEATED.

Voting Against: Councillors King, Chant, Baxter, Hampton, Suffolk, Gates and Crowther.
(00-2643: P5986)

NOTICE OF MOTION

Council Documents For Councillors

(Copy attached)

56/00 Formal notice having been given by Councillor Roberts it was **RESOLVED** -

1 That documents, reports and other items relevant to issues in a Council business paper be distributed to all Councillors with the business paper or prior to delivery of the business paper. When this does not occur resulting in the information not reaching a Councillor/Councillors with adequate time for consideration, the relevant matter be deferred to the next Council meeting.

2 That the above be established as a matter of policy.

(Councillors Roberts/Gallen)

Voting Against: Councillors, King, Gates, Baxter, Hampton and Suffolk.

(00-2849: S43)

Richmond River Motor Cycle Club

(Copy attached)

57/00 Formal notice having been given by Councillor King it was **RESOLVED** that Council give 'in principle' support to the efforts of the Richmond River Motor Cycle Club (R.R.M.C.C.) in its efforts to find a site in the Lismore Council area on which to establish a Motocross track.

(Councillors King/Swientek) (00-3161: S375)

REPORTS

Subdivision of Land in Zone 1(c) Rural Residential

(Copy attached)

58/00 RESOLVED that the report be received and that Council request the Director-General of Urban Affairs and Planning to agree to a quota of 30 lots to apply to land zoned 1(c) Rural Residential over a five year period, or until implementation of the Rural Housing Strategy by formulation of the relevant locality development guidelines, which ever is the sooner.

(Councillors Crowther/Hampton) (S668)

Voting Against: Councillors Swientek.

Organic Resource Reprocessing Options

(Copy attached)

59/00 RESOLVED that the report be received and

1 The General Manager be delegated authority to negotiate the terms and conditions of the agreement between Tryton Waste Services and Council.

2 Once a suitable agreement is negotiated the Mayor and General Manager be delegated authority to sign the agreement on behalf of Council and affix the Common Seal.

3 The Mayor be involved in finalising the agreement.

- 4 Further savings or profit be reflected in reduced waste collection, disposal and tip fees in future budgets.

(Councillors Suffolk/Crowther) (S317)

Proposed Funding for Lismore Flood Levee Scheme

(Copy attached)

A MOTION WAS MOVED that no further action be taken on this matter until a guarantee on funding is obtained from the State and Federal Governments.

(Councillors Irwin/Roberts)

On submission to the meeting the motion was DEFEATED.

Voting Against: Councillors Roberts, King, Tomlinson, Swientek, Gallen, Chant, Baxter, Hampton, Suffolk, Gates and Crowther.

60/00 RESOLVED that the report be received and

- 1 Apply to the Minister for Local Government for a Special Rate Variation in an amount of \$100,000 for utilisation on the construction of the Lismore Flood Levee.

- 2 Council levy a Special Rate on the area, yet to be determined, to benefit from the construction of the Flood Levee for 2000/2001.

(Councillors Swientek/Crowther) (S384, S106)

Voting Against: Councillors Irwin and Roberts,

Olympic Torch Relay - Lismore Celebration August 23, 2000

(Copy attached)

A MOTION WAS MOVED that

1. Council receive and note the information contained in the report and endorse all actions instigated by the LCC Torch Relay Working Group.
2. Council provide in its 2000/01 Management Plan the sum of \$39,400-00 to fund the "essential" torch route, site works, promotion, administration and entertainment items that are detailed in this report.
3. Council fund the "extremely desirable" Site Improvements as per the following:
 - a) Drainage improvement of \$25,000 be funded on the basis of,
 - 1999/2000 Drainage Construction \$20,000 (Wyrallah Road Public School allocation reduced from \$75,000 to \$55,000.)
 - 1999/2000 Urban Sports Ground Improvement \$5,000 (Riverview Park Development allocation reduced from \$20,500 to \$15,500)
 - b) Carparking Improvements of \$58,000 be funded on the basis of,
 - 1999/2000 Transfer from Reserve - Carboot Market \$20,000
 - 2000/2001 Road Construction \$28,000
 - 2000/2001 Urban Sports Ground Improvement \$10,000.

(Councillors Gallen/Crowther)

AN AMENDMENT WAS MOVED that

1. Council receive and note the information contained in the report and endorse all actions instigated by the LCC Torch Relay working Group.
2. Council provide in its 2000/01 Management Plan an amount to fund the "essential" torch route, site works, promotion, administration and entertainment items that are detailed in this report subject to eliminating marquees, Re-Use-A-Bowl and contingency

items. Entertainment be reduced by \$12,000 with focus on local entertainment and the promotion Media Kits being reduced by \$1,100.

3. Council fund the "extremely desirable" site improvements as per the following:
 - a Drainage improvement of \$25,000 be funded on the basis of,
 - 1999/2000 Drainage Construction \$25,000 (Wyrallah Road Public School allocation reduced from \$75,000 to \$50,000)
 - b Carparking improvements be limited to grading only with additional gravel/metal dust fill as required to be financed from road maintenance.
4. Further consideration be given to the entertainment budget after a further report on programming and possible funds from external sources.

(Councillors Gates/Hampton)

On submission to the meeting the AMENDMENT was APPROVED and became the MOTION.

Voting Against: Councillors Irwin, Roberts, Swientek, Gallen, and Crowther.

61/00 RESOLVED that the report be received and

1. Council receive and note the information contained in the report and endorse all actions instigated by the LCC Torch Relay Working Group.
2. Council provide in its 2000/01 Management Plan an amount to fund the "essential" torch route, site works, promotion, administration and entertainment items that are detailed in this report subject to eliminating marquees, Re-Use-A-Bowl and contingency items. Entertainment be reduced by \$12,000 with focus on local entertainment and the promotion Media Kits being reduced by \$1,100.
3. Council fund the "extremely desirable" site improvements as per the following:
 - a Drainage improvement of \$25,000 be funded on the basis of,
 - 1999/2000 Drainage Construction \$25,000 (Wyrallah Road Public School allocation reduced from \$75,000 to \$50,000)
 - b Carparking improvements be limited to grading only with additional gravel/metal dust fill as required to be financed from road maintenance.
4. Further consideration be given to the entertainment budget after a further report on programming and possible funds from external sources.

(Councillors Gates/Hampton) (S727)

Voting Against: Councillors Irwin, Roberts, Swientek, Gallen, and Crowther.

A MOTION WAS MOVED that in the spirit of the Olympics, Council apply to have August 23, 2000 declared a local public holiday.

(Councillors Roberts/Irwin)

On submission to the meeting the MOTION was DEFEATED.

Voting Against: Councillors King, Tomlinson, Swientek, Chant, Baxter, Hampton, Suffolk and Gates.

(S727)

City Safe Program

(Copy attached)

62/00 RESOLVED that the report be received and

1. That Council continue to support the City Safe Program.
 2. That investigations be carried out into the cost of extending the system to the following locations, with a further report being submitted to Council on funding options:
-

- The intersection of Magellan and Carrington Streets
- Mid-block in Keen Street near the marked pedestrian crossing Spinks Park
- The intersection of Keen and Zadoc Streets.

3. That further feedback and/or crime statistics be sought from the Lismore Police, Lismore Unlimited and other stakeholders and be incorporated in the aforementioned Council report.
4. Council recommend to the Spirit of Lismore Committee that additional cameras be part of the program of works.

(Councillors Hampton/Swientek)(S696)

Voting Against: Councillors Irwin and Roberts,

Council Internet E-Commerce Facilities

(Copy attached)

63/00 RESOLVED that the report be received and Council

- 1 Not commit to a full-time investigation of Internet E-Commerce requirements.
- 2 Continue to participate on an 'as required' basis with other organisations in the development of Internet E-Commerce opportunities.
- 3 Continue to discuss and canvass the community's requirements for Internet E-Commerce through existing User Group meetings.
- 4 Clearly define business objectives and cost justify future financial or resource investment in Internet E-Commerce opportunities.

(Councillors Crowther/Irwin) (S620)

Council's Borrowing Limit For 1999/2000

(Copy attached)

64/00 RESOLVED that the report be received and Council advise the Department of Local Government that loan funds of \$1,858,000 will not be taken up in the current financial year.

(Councillors Gallen/Baxter) (S179)

COMMITTEE RECOMMENDATIONS:

Traffic Advisory Committee 16/02/00

(Copy attached)

65/00 RESOLVED that the report be received and recommendations contained therein be adopted, excluding clauses 3 & 9.

(Councillors Irwin/Baxter)

Clause 3 - NSW Roads & Traffic Authority

66/00 RESOLVED that Council write to the Minister for Roads advising him that Council is not prepared to proceed with implementation of the scheme to record each traffic control device on their roads until such time as they provide Council with the funds to do so.

(Councillors Irwin/Tomlinson) (S341)

67/00 FURTHER RESOLVED that Council write to the Local Government Association asking them to raise the issue at the Executive, with a view to gathering support from other councils in NSW for this Councils action in respect to the recording of traffic control devices for the Roads & Traffic Authority.

(Councillors Swientek/Gallen) (S341)

68/00 Clause 9 Intersection of Carrington / Conway Streets, Lismore
RESOLVED that this matter be referred back to the Traffic Advisory Committee for a report to be provided to Council on all the options available.
(Councillors Irwin/Crowther) (R3707,R7303)
Voting Against: Councillors Gallen, Roberts, Suffolk, Hampton & Chant.

A MOTION WAS MOVED that Council write to the Minister for Roads concerning inconsistencies which emanate from our Traffic Committee in particular as we understand it on the advice provided by the RTA representative.
(Councillor Irwin/Roberts)

The voting being tied the Mayor declared the MOTION DEFEATED on his casting vote.
Voting Against: Councillors Swientek, Gallen, Baxter, Hampton, Suffolk and Gates.

69/00 DOCUMENTS FOR SIGNING AND SEALING:
RESOLVED that the following documents be executed under the Common Seal of Council:-

Assignment of Lease over the Lismore Golf Course

Lismore Albert Park Reserve Trust (Lessor) and Lismore Golf Club Limited (Lessee) and Lismore & District Workers Club Limited (Assignee)
(00-2816: P16984)

“Form Of Request” to the Registrar-General’s Department

To allow a (minor) adjustment to the Sec 88B Instrument attached to the 8 lot Stage 2 Plan of Subdivision for AC Rose at Cowlong and Crozier Rds, McLeans Ridges, (DA 95/436) - the change is to allow a very minor variation to the location of a building envelope on Lot 9 of that subdivision.
(DA 95/436)

Section 88B Instrument: Council Sale to Bienke

Proposed Lot 61, Airport Drive South Lismore: Extension of Right of Carriageway
(00-3163: P27197)

Plan of Subdivision - Goonellabah Shopping Centre

6 lot plan of subdivision of the current 6 lot site owned by Litevale Pty Ltd (Council is still mortgagee over the land)
(D99/360, TCC00/11)

Plan of Subdivision - Goonellabah Shopping Centre

2 lot plan of subdivision of proposed Lot 1 of the 6 lot resubdivision owned by Litevale Pty Ltd (Council is still mortgagee over the land)
(D99/360, TCC00/12)
(Councillors Crowther/Hampton)

MATTER OF URGENCY:

Road Blockade Of Canberra

70/00 RESOLVED that this matter be admitted to the business paper as a matter of urgency.
(Councillor Irwin/Gallen)

71/00 RESOLVED that

1. This Council request the Local Government & Shires Association to support, and take to the Australian Local Government Association as a matter of urgency, action to implement a blockade of Canberra on the issue of rural roads.
2. That the Mayor on behalf of this Council immediately contact all the Councils that attended the recent Rural Roads Congress in Moree to seek their support for the proposed action and to contact their own Local Government Association directly.
3. That the purpose of the action is to see that a substantial percentage of the fuel excise collected by the Federal Government is returned to the road network.
4. Council reiterate its resolution that \$2B from the Federal Government \$5B surplus should be spent on repairing rural roads.

(Councillors Irwin/Gallen) (S374)

This concluded the business and the meeting terminated at 9.14 pm.

CONFIRMED this Fourth day of April, 2000 at which meeting the signature herein was subscribed.

MAYOR

