

COUNCIL Business Paper



LISMORE
City Council

JUNE 6, 2000



NOTICE OF COUNCIL MEETING

An ORDINARY MEETING of LISMORE CITY COUNCIL will be held at the COUNCIL CHAMBERS, OLIVER AVENUE, GOONELLABAH on TUESDAY JUNE 6, 2000, at 6.00pm and members of Council are requested to attend.

(Col Cooper)
ACTING GENERAL MANAGER

COUNCIL BUSINESS AGENDA

June 6, 2000

<u>PUBLIC ACCESS SESSION:</u>	PAGE NO.
Member of Nimbin Community Development Association	3-5
PUBLIC QUESTION TIME:	
OPENING OF MEETING AND PRAYER (MAYOR):	
APOLOGIES AND LEAVE OF ABSENCE	
CONFIRMATION OF MINUTES – May 16, 2000	
CONDOLENCES	
DISCLOSURE OF INTEREST	
MAYORAL MINUTES	
NOTICES OF RESCISSION	
NOTICES OF MOTION	
SUSPENSION OF STANDING ORDERS (Consideration of the Suspension of Standing Orders to debate matters raised during Public Access).	
REPORTS	3-22
COMMITTEE RECOMMENDATIONS	23-26
DOCUMENTS FOR SIGNING AND SEALING	27
QUESTIONS WITHOUT NOTICE	
CONFIDENTIAL MATTERS - COMMITTEE OF THE WHOLE	

INDEX

REPORTS:	<u>PAGE NO</u>
Section 356 Donation – Nimbin Community Development Association	3-5
Clunes Village Report	6-7
LEDAB Strategic Plan 2000/2001	8
Second Stage of Street Beautification – Cullen Street, Nimbin	9-13
General Aviation Landing Fees	14-16
Land Acquisition Eastern Bypass from Horizons Residential Estate	17-18
Sister Cities	19-22
<u>Committee Recommendations:</u>	
Traffic Minutes – May 17, 2000	23-26
<u>Documents for Signing and Sealing:</u>	27
<u>Questions Without Notice:</u>	
<u>CONFIDENTIAL MATTERS - Committee of the Whole:</u>	

NOTICE OF MOTION

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

“That Council authorise the General Manager to auspice the Community Consultation project funded by the University of Sydney”.

COUNCILLOR Gallen

DATE May 17th, 2000

COMMENT BY: Councillor Tomlinson

I would like to make the following observations on Councillor Gallen's motion:

1. The project was endorsed by the Mayor and the General Manager last year and is enthusiastically supported by staff.
2. It will cost us virtually nothing to implement. It will make Council more efficient.
3. As we all know, consultation with the community is not only desirable but in many cases it is compulsory. This project will reduce the need to employ costly consultants to consult for us. It will save us money.
4. If implemented we would be able to target particular segments of our constituency to determine their attitude to a particular proposal eg Younger people for youth projects, people engaged in sport for sporting projects, residents of particular areas for projects that affect their area only and so on. It would also allow a wider consultation process for bigger projects.
5. The panel would be an extremely useful tool for us to find out how well Council is delivering its services. This information could be fed back into management plans.
6. Once the process is up and running it would be a quick and easy way of gauging opinion.
7. The panel would probably never meet. Opinions would be collected from written surveys.
8. Council would of course always have the final say.
9. There could be adverse implications for Council if the project is rejected because considerable amounts of money have already been spent on the project.
10. In short it will be cheaper, quicker and better than what we have at the moment.

COMMENT BY ACTING GENERAL MANAGER – Col Cooper

A copy of Council's Community Consultation Policy 1.2.15 is attached for Councillors information.

NOTICE OF MOTION

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

If Councillor Gallen's Notice of Motion on the Peoples' Panel is carried then the program be conducted within the following guidelines.

- 1 Participants be
 - a) Have a long term commitment to the Lismore Local Government Area
 - b) Ratepayers of Lismore
 - c) Briefed on Council's financial position, emphasising the funding shortfall for basic infrastructure
 - e) Representative of the financial contribution made to Council's Finances
- 2 The programme only be used for future decisions of Council
- 3 The programme not be used to overturn existing Council decisions
- 4 New initiatives promoted by the Panel must also be accompanied by a financial plan indicating where funds would be sourced
- 5 Council approve the method of Selection of the Panel

When the programme is complete Council review its existing community consultation process to determine whether savings can be made.

COUNCILLOR

GATES

DATE

May 24, 2000

Subject/File No: Section 356 Donations – Nimbin Community Development Association (KF:S164)

Prepared By: Community Services Co-ordinator, Karuna Fielden

Reason: To provide Council with information about all grant monies received by the Nimbin Community Development Association

Objective: To amend Policy No 1.4.11

Management Plan Activity: Strategic Plan Link 5, 8

Background:

Council at its meeting of May 16th resolved *“that this matter be reconsidered after the NCDA provides Council with a list of all grants, both state and federal, received by the centre from its inception, as well as a financial statement giving full details of income source and expenditure”*.

This report provides Council with the additional information as requested and outlines details of grant allocations to the Nimbin Community Development Association, which is the auspice body for the Nimbin Community Centre. The respective funding bodies have acquitted all these grants, with the exception of current allocations. Attached is also a current profit and loss account, updated to 30 April 2000.

This financial information has always been available to Council, as it is a requirement of Council’s loan agreement with NCDA that this information is provided. Indeed, it is of interest to Council that the NCDA actively seek out grants from other sources rather than relying on Council.

It should be noted that none of these grants have provision for upkeep or maintenance of the building, or for insurance for the building.

- In 1997 NCDA received \$30,000.00 from the Casino Community Benefit Fund. This money was used towards the purchase of the site.
- In 1998 they were granted \$12,000.00 from Festivals Australia for promotion and marketing of the second Visions of Nimbin Festival.
- In 1998 NCDA received an Area Assistance Scheme grant of \$15,851.00 to employ a Community Development Planner for 9 months. This position enabled community development with all community organisations in Nimbin and provided some co-ordination hours for the establishment of the centre.
- In 1998 NCDA also received \$8,623.00 from the Area Assistance Scheme to equip the Family Day Care Centre that was established.
- In 1998 NCDA also received a \$3,000.00 grant from the Commonwealth Department of Primary Industries and Energies, through its Rural Communities Program for Community Development initiatives. This grant enabled the association to bring the noted economist, Robert Theobald to Nimbin for a public address. As a result of this, the Nimbin Community Forum was established; this group meets monthly and is supported by NCDA.

- In 1999 NCDA received \$13,843.00 from the Rural Communities Program to partially fund the employment of a Co-ordinator for 18 hours per week, for 12 months. The NCDA has had to contribute \$3,000.00 towards the employment of this worker and relies heavily on volunteers for the on-going running of the centre.
- In 1999 the association received a \$2,860.00 grant from Lismore City Council's Youth Activities Fund to provide entertainment for young people at the centre.

From the information provided it is clear that the Nimbin Community Development Association is very active and has provided a range of valuable services to the community, in the short time it has been operational. However, these grant monies are tied to specific projects and do not have provision for upkeep of the building. The NCDA through the Nimbin Community Centre provides meeting rooms and facilities, a café, premises for the Nimbin News and NIMFM 102.32FM Radio as well as an innovative arrangement for Nimbin Family Day Care. The Nimbin Playgroup also meets at the Centre, as do the Writers Group and a local Choir.

Similar centres, such as the Clunes Common have also attracted grants for specific projects, yet still receive support from Council through Section 356 Community Donations. In fact, most rural hall committees are entrepreneurial to some degree, in that they hire the halls in their care for functions and community events.

This remains then, a simple equity issue for Council to resolve, as it is critical that Council's policies be applied consistently and fairly.

Manager - Finance & Administration Comments

While I believe it is imperative to consider the financial need of an organisation before it is eligible for a donation from Council, this is not the case with donations under Policy 1.4.11. The Policy offers a 'blanket' donation to all rural halls and COSA without this requirement.

The argument put is that both COSA and NCDA offer similar community services and as such should be eligible for like donations. This argument is supported by fact.

When assessing the options, exclusion of COSA from this Policy was considered. As this would be inconsistent with Councils resolution to support COSA, it was not pursued.

Consequently, from an equity perspective, it would be consistent for both organisations to be considered eligible bodies under this Policy.

While the donation of \$1,000 is for insurance and hall maintenance, the Policy also provides for a donation equivalent to 100% of the general rates. This equates to a further \$1,600.

As such, Councils total contribution will amount to \$2,600. This will need to be included in the 2000/2001 Budget.

Public Consultations

Not applicable.

Other Group Comments

Not applicable.

Conclusion

In order to apply fairness and consistency in the allocation of Section 356 Community Donations to rural halls, Council needs to amend Policy 1.4.11 to include the Nimbin Community Development Association.

Recommendation (Cor21)

That Council amend Policy 1.4.11 to include the Nimbin Community Centre.

Subject/File No: CLUNES VILLAGE REPORT
(AA:CD:S288)

Prepared By: Anu Atukorala – MANAGER WATER & WASTEWATER SERVICES

Reason: To report on progress made by the Clunes Wastewater Committee

Objective: To dispose of wastewater in an environmentally sensitive manner

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

Background

At its meeting on February 1 2000, Council resolved to form a community based steering committee to investigate wastewater disposal options for the village of Clunes. Since then the committee has met three times.

Report

At the last meeting held on May 10 2000, the committee finalised its Terms Of Reference (TOR) and Protocols and resolved that they be ratified by Council (refer to the minutes of the meeting – Attachment A).

The Committee also adopted an interim strategy to deal with on-site wastewater disposal problems until a permanent solution is implemented as detailed in Attachment B. This strategy also includes a recommendation for Council to seek support from Rous Water for a demand management program specifically targeting Clunes Village.

Funding Issues

With the formation of the Committee, it was clear that additional funds were required to enable the committee's requirements to be addressed and for the scheme to proceed to concept phase. As such, a revised estimate to the value of \$ 275,000 was submitted to the Alstonville Office of the Department of Land and Water Conservation (DLWC) in April 2000.

Staff have now been verbally advised by the Alstonville Office of the DLWC that the approval process may take as much as six months. This length of time would be unacceptable to the community and the consultative committee as the process would be disrupted as there would be a three month period when nothing can happen due to lack of funds.

It is recommended that the Mayor on behalf of the Council write to the Minister for Land and Water Conservation to investigate the possibility of expediting the approval process. A draft letter is provided for consideration by Council in Attachment C.

Manager - Finance & Administration Comments

Not required.

Conclusion

The Clunes Wastewater Committee is progressing well. It has developed its own TOR and Protocols and has recommended an interim strategy to deal with problem onsite systems. In order to ensure the process is not delayed, additional funds need to be obtained from DLWC as soon as possible..

Recommendations (ENT19)

1. That Council endorse the Terms Of Reference (TOR) and the Protocols of The Clunes Wastewater Committee.
2. That Council adopt the Clunes interim on-site wastewater strategy and Council staff commence inspections of properties falling into risk category 1 & 2 as detailed in Attachment B.
3. That Council seek support from Rous Water for a demand management program specifically targeting the Clunes Village.
4. That the Mayor on behalf of Council write to the Minister for DLWC seeking urgent attention to the request for additional funds to progress the study.

Subject/File No: LEDAB STRATEGIC PLAN 2000/01
(PO:CD:S653)

Prepared By: Peter O'Connor – MANAGER ECONOMIC DEVELOPMENT

Reason: To support the LEDAB Strategic Plan 2000/01

Objective: To obtain Council endorsement of the above plan.

Management Plan Activity: Economic Development

Background:

1. LEDAB has a draft strategic plan for 2000/2001 which now requires Council endorsement.
2. The draft has been with Councillors since mid-April 2000 and will also be discussed at a workshop (May 31, 2000).
3. The updated draft, complete with all changes from Councillors and Management, will be tabled on the night. Variations from existing drafts will be minimal.
4. The draft has been prepared with Council's own 2020 Strategic Plan in mind and integrates fully with this document. In keeping with LEDAB's tradition of active involvement, the draft Strategic Plan details 17 goals embracing 46 separate activities.

Manager - Finance & Administration Comments

Not required. The activities of LEDAB are supported by the approved EDU budget and are also supplemented from time to time by external grant funds.

Other Group Comments

Comments were received at a workshop conducted by Craig Kelly on May 18, 2000 and have been taken into account.

Conclusion

Lismore's LEDAB has a comprehensive strategy to economically develop the City and its LGA in a positive and sustainable manner.

Recommendation

1. That the Strategic Plan 2000/2001 of LEDAB be endorsed.
 2. That LEDAB's charter be amended to read -
"LEDAB will actively assist Council in the sustainable economic development of Lismore by:
 - (a) *Providing advice to Council and its Economic Development Unit on specific proposals/opportunities that may exist or arise in the Lismore Region; and*
 - (b) *Implementing projects and proposals referred to the Board either by Council or its General Manager".*
-

LISMORE CITY COUNCIL - Meeting held June 6, 2000

Subject/File No:	SECOND STAGE OF STREET BEAUTIFICATION – CULLEN STREET, NIMBIN (GPR:VLC:R1701)
Prepared By:	Manager – Design Services, Gary Rees
Reason:	Resolution No. 30/00 of Council Meeting of February 22, 2000
Objective:	To determine strategy.
Management Plan Activity:	N/A

Background:

Council, at its meeting of February 22, 2000, resolved as follows –

“That the minute be received and construction of a second traffic calming device be deferred pending a report to Council addressing the following items:

1. Options available to Council for additional parking with estimated costs.
2. Possibility of additional funds being available through development fees.
3. The effectiveness of the beautification works completed to date.
4. The status of the Sibley/Cullen Streets roundabout.
5. The pedestrian hazard created by the existing calming device.
6. Options for a traffic calming device on the northern approach to the CBD.
7. Policing of parking in the main street.
8. Impact of stormwater run-off from adjoining properties on the existing and proposed extension to the carpark.
9. Benefits and cost of line-marking the existing and proposed extension to the carpark.
10. Cleaning cost for the existing and proposed extension to the carpark.
11. Council compliance with development consent conditions.
12. Cause of the failure of the pavement in the existing carpark.”

The following information is now provided, in point form, in response to the questions posed in Council's resolution.

1. Additional Parking Options

Stage 1 of the carpark was completed in October 1995 with sealing completed in September 1996. This provided for 46 car spaces at a cost of approximately \$80,000. There remains 128 car spaces not constructed.

Council has the option to either -

- a) extend the car parking north from the constructed Stage 1 to the School buildings, gaining 98 spaces at an estimated cost of \$175,000
- b) build the northern entrance to the carpark and 30 spaces which entails the removal and relocation of School buildings and covered walkway at an estimated cost of \$60,000
- c) construct the total remaining carpark (128 spaces) at an estimated cost of \$209,000.

. **Possible Revenue from Development Fees**

Village Rural Roads – Nimbin:	\$67,300
Street Trees – Nimbin: (Could be used for beautification only)	\$ 3,900

3. **Effectiveness of Current Beautification Works**

Depending on the persons canvassed; highly successful to downright failure.

4. **Status of Roundabout at Intersection of Sibley and Cullen Streets**

After an exhaustive process of community consultation in 1994 and 1995 by Permaculture Systems, a plan for the beautification of Cullen Street was produced. This plan included a roundabout at the intersection of Sibley and Cullen Streets.

The roundabout provided an ideal focal point to commence the beautification works. However, objections received from the Nimbin Chamber of Commerce (Feb 1996) towards the construction of any type of facility at the intersection resulted in Council withdrawing from this proposal. It is believed, to date, the Chamber's view of this proposal has not altered.

5. **Pedestrian Hazard Created by Existing Calming Device**

Council has not received details of any accident history caused by this calming device; involving either pedestrians or vehicles.

During 1998, in adopting the Minutes of a Traffic Advisory Committee Meeting, Council resolved to incorporate a marked pedestrian crossing with the traffic calming device. This work was to be carried out in conjunction with the installation of the new traffic calming device north of Sibley Street.

As there has been considerable delay with the installation of the device, the line-marking has not as yet been undertaken (refer Point 6).

6. **Traffic Calming Device – Options for Northern Approach to CBD**

Various locations for a calming device have been proposed. However, all but the least effective have been greeted with objections by adjoining owners.

Options:

(a) Calming device similar to the existing structure located –

- **at the southern boundary of the ex-Community School in consultation with the owners:** Prior to construction, the School was sold and the new owners objected to the location of the device as it blocked access to the property.
 - **clear of the ex-Community School access:** The owners objected to the location as it was outside their bedroom window and would create a noise problem.
 - **on the northern boundary of the hardware store:** The adjoining owner objected as it would detract from his property and decrease parking facilities.
-

- (b) A low-cost solution is proposed using kerb blisters and a pedestrian refuge approximately 12m south of the existing crossing. No objections have as yet been received.

7. Policing of Parking Facilities

A meeting with representatives of the Nimbin Police and Nimbin Chamber of Commerce was held in February of this year to discuss various issues, including on-street parking enforcement.

It was acknowledged at the meeting that this function was the responsibility of the NSW Police Service. However, this function was a low priority for Nimbin Police Officers.

Council is continuing its pursuit to gain control of this function and wrote another letter to Commander PJ Walsh in March 2000 requesting this responsibility be transferred to Council. The reply clearly states that the NSW Police Service wishes to retain this responsibility. It is now reasonable for Council to ensure that the Police Service effectively carries out this function.

8. Stormwater Run-Off onto Carpark from Adjoining Properties

These issues have been dealt with as part of the design of the carpark. The occurring problem is due to the non-construction of kerb and gutter brought about by lack of funds.

9. Line-Marking of Existing / Proposed Extension of Carpark

Line-marking of the existing and proposed carpark extension would increase the space available as a formalised spacing arrangement would provide motorists with a guide for the parking of vehicles. To obtain maximum benefit from the carpark, line-marking is essential.

The estimated cost for the entire carpark is \$2,000.

10. Cleaning of Existing / Proposed Extension of Carpark

Current costs for the maintenance and cleaning of the carpark total \$770 per annum. Using current figures, the estimated cost to maintain and clean the entire carpark would be approximately \$2,000.

11. Compliance with Development Consent Conditions

Council engaged local Surveying Consultants, Messrs Walker & Newton, to facilitate the purchase of land from the NSW Department of School Education by means of a subdivision for car parking purposes. The Consultants were also engaged to lodge the Development Application and manage the construction of the carpark.

The following is an extract of a letter received from Walker & Newton dated April 10, 2000 in response to the Mayoral Minute from the Council Meeting of February 22, 2000 -

“.....development application which sought consent for the various boundary adjustments necessary to allow Council to proceed with the carpark.

This application stated:

- (a) that the consent was sought for a ‘subdivision’; and
- (b) that the ‘proposed use of building/land (was) Nimbin Carpark’.

That Council was well aware the application involved the construction of the Nimbin Carpark is evidenced by Council’s consent condition on Page 2 which read:

“Due care of sewer main is to be taken in the construction of the carpark and carpark entrance. The sewer main is to be relocated or concrete encased if adequate cover cannot be obtained.”

In consideration of both this consent condition and the property department’s requirement that work proceed as quickly as possible engineering design plans were prepared.

Those plans were approved by Council and the construction was let to Peter Price.

I trust that the foregoing clearly identifies that the site works were carried out in conformity with both Council’s understanding of what was proposed and what was required by way of consent condition attached to DA 94/298.

.....”

12. Pavement Failure in Carpark

The exact cause of the pavement failure in the Nimbin Carpark cannot be determined without extensive geotechnical investigation. The crocodile cracking however indicates it is probably due to the subgrade being weaker than anticipated, and therefore the pavement being too thin to carry the loads.

Discussions with the Consultant who supervised the work indicated the subgrade conditions were poor and the pavement was increased in depth - up to 700mm thick in some locations. The most severe failure is at the low point which would indicate ground water may have further weakened the subgrade since construction.

Manager Finance & Administration Comments

As stated in this report, there are funding sources available for the overall Project. They include -

- **\$67,300** Nimbin Village Roads (S.94) - These funds are restricted to roadworks; not the carpark.
- **\$ 3,900** Nimbin Street Trees (S.94) - These funds can be used for beautification works.
- **\$30,000** Cullen Street Traffic Calming Reserve.
- **\$30,000** Car Parking Reserve - These funds are non-specific and can be applied to this project.
- **\$ 59** Traffic Management Works (S.94) - These funds can be used on the Traffic Calming works.

SECOND STAGE OF STREET BEAUTIFICATION – CULLEN STREET, NIMBIN

The 2000/2001 Budget includes \$30,000 for the Cullen Street Traffic Calming works funded from reserves. No other allocations have been included.

As such, there are insufficient funds available to undertake all the capital works identified. It is therefore agreed that a financial plan should be prepared over (say) a three-year period for this project which not only includes the capital works, but also the associated issues relating to appropriate line-marking and cleaning. This can be considered by Council during the Management Plan process over the next three years commencing 2000/2001.

Public Consultations N/A

Other Group Comments N/A

Recommendation (WOR17)

1. That Council proceed to develop a staged plan for the construction of the carpark from the southern end to a point clear of the existing School buildings at a total project cost of \$175,000.
2. That carpark works to the value of \$60,000 be carried out in 2000/01 utilising the funds from the Cullen Street Calming Reserve, Car Parking Reserve & Nimbin Street Trees Section 94 funds.
3. That a financial plan be developed to provide the necessary funds in future years for the work to take place in viable units of no less than \$60,000.
4. That Council install a low-cost slow point and pedestrian refuge, approximately 12m south of the existing crossing. (estimated Cost \$4,000)
5. Future beautification of Cullen Street, Nimbin, to be in consultation with the Nimbin Chamber of Commerce and in line with the previously adopted beautification plan for Cullen Street.

Subject/File No: GENERAL AVIATION LANDING FEES
(Airport P9733)

Prepared By: Craig Kelly – Group Manager Business & Enterprise

Reason: To introduce an equitable scheme for the recovery of general aviation landing fees.

Objective: To seek resolution of Council

Management Plan Activity: Aerodrome Operations

Background:

Following a review of unpaid landing charges it became apparent that some users of the airport were not being levied landing charges. This was discussed with Avdata, the service used by Council for the recoupment of general aviation (GA) landing fees.

Avdata provided a list of both plane registrations and debtors who had current exemptions for landing charges at Lismore Airport (See attachment). Some of the debtors concerned have arrangements where landing fees are paid directly to Council. This is the case for all RPT (Regular Public Transport) operators. Some of the individual plane registrations also refer to RPT planes. It is appropriate that these are exempt from collection by Avdata, however they are not exempt from charges.

The list of other exemptions was discussed with other parties familiar with the history of the airport, however there appears to be no resolution of Council to allow exemptions. The system rather appears to have been implemented on a temporary basis but not managed by Council. Consequently short term exemptions issued should have been revoked once a particular purpose had passed.

The further issue of pilot training is also relevant. As part of the training process multiple landings and take off manoeuvres are required and consequently substantial landing charges are inadvertently incurred.

A number of Government instrumentalities are also exempt although they are substantial users of the airport. Conversely these Government departments do not provide a cross subsidy back to the airport, through other forms of contributions.

Apart from these observations a number of commercial users have contacted Council seeking to arrange another form of payment for landing fees outside of the existing scheme of charges using Avdata. The preferred method appears to be a lump sum fee paid for unlimited landings within a set period.

Lismore Airport (As Per Fees and Charges 1999-2000)

Private, Charter, Freight or Agricultural operation – Per Tonne of MTOW (Maximum Take off Weight. This is set for each type of plane). Fee levied \$5.50 per kg MTOW.

No fee to apply to aircraft less than 1500 kg MTOW.

Other Airports

i **Ballina**

The landing charge for GA at Ballina Airport is \$4 per tonne MTOW (Maximum Take off Weight. This is set for each type of plane) with a minimum fee of \$6.00 per landing.

There is no minimum weight threshold under which landing is free. (Lismore <1500kg = \$0)

Ballina do not charge landing fees to the planes of hangar lessees engaged in non-commercial flying.

Ballina also use Avdata to collect landing fees.

ii **Casino**

Itinerant users: \$5.75 MTOW

Agricultural operators \$3.50 per trip

Ultralight: \$3.00 per landing

Annual fees:

Private users based at airport \$252 p.a.

Commercial users \$500 p.a.

The only exemption issued is to a registered charity.

Casino also use Avdata to collect landing fees.

Existing GA Revenue

Existing GA revenue is in the order of \$10,000 per annum. Amendments to this scheme cannot be seen to be a substantial revenue raiser for Council. It is however appropriate for all users to make a contribution and, in particular, those who operate commercial activities at the airport. It is anticipated that following the introduction of the scheme, proposed revenue from this source would increase to \$15,000 per annum.

Proposed Approach

As the airport operates on a fee for service basis no aircraft should be exempt from landing fees. Therefore the existing exemptions should be withdrawn. The threshold for aircraft under 1500 kg MTOW should also be removed.

The existing scheme would be replaced with a charge of \$5.70 plus GST, say \$6.30 per MTOW landed for all aircraft.

Regular commercial users of the airport can negotiate a fee directly with Council subject to approval of the General Manager. This fee would equate to an agreed number of landings for a specified period, e.g. twelve months. This fee would incorporate information about historical usage of the airport and the reduced costs of landing fee recovery. As landing data would still be recorded negotiated fees would include a clause requiring additional payment or a refund if actual usage was plus/minus 20% of expected usage.

Those operating purely for private and recreational purposes would pay a lesser fee and this would be set for each twelve month period, e.g. \$280 per annum.

Report – General Aviation Landing Fees

Those bodies that provide a bonafide community service can apply to the Council directly for exemption from fees however these should be paid for through the S.356 donations, directly from the general fund.

Manager - Finance & Administration Comments

It is agreed that all users of the Airport should contribute towards the provision of this facility. As such, the recommendations are supported.

One issue that requires clarification is that of bona fide community services having access to S356 funds for landing fees. To allow this to function adequately, I believe that:

- Delegation must be given to the General Manager to determine access to these funds; and
- A \$2,000 budget for this purpose must be created. (The 'take-up' of this subsidy will determine how much will be required. This amount is indicative only.)

This approach is consistent with our funding treatment for other donations such as rates and charges for rural halls, waste disposal for charitable organisations and city hall hire donations. Consequently, if agreed, this will reduce our working funds by \$2,000.

Public Consultations

A previous version of this report was presented to the Airport Advisory Panel for consideration. Comments of the committee are included in this version of the report.

Conclusion

The objective of airport operation is that it is a self funding activity. RPT services utilise substantial assets and consequently contribute substantially to the operating cost of the airport. If General Aviation has an expectation regarding the standard of services at the airport then it must also contribute to the cost of operating the airport.

Recommendations (ENT18)

That from July 1, 2000:

1. No aircraft will be exempt from landing fees. Therefore the existing exemptions will be withdrawn. The threshold for aircraft under 1500 kg MTOW will also be removed.
2. The existing scheme to be replaced with a charge of \$6.30 per MTOW landed for all non-RPT aircraft.
3. Regular commercial users of the airport have the option of negotiating a fee directly with Council for an agreed number of landings within a set period, subject to approval of the General Manager.
4. Any negotiated fee in point 3 above would include a clause requiring additional payment or a refund if actual usage was plus/minus 20% of expected usage.
5. Those operating purely for private and recreational purposes would pay a lesser fee and this would be set for each twelve month period, being \$280 per annum in 2000/2001.
6. Those bodies providing a bona fide community service can apply to the Council directly for exemption from fees however these should be paid for through Section 356 donations, directly from the general fund.
7. Council provide an amount of \$2000 in Section 356 donations in 2000/2001 for exemptions outlined in Point 6.

Subject/File No: LAND ACQUISITION FROM HORIZONS RESIDENTIAL ESTATE (Eastern Bypass)
(AL:LC:S654,P27215)

Prepared By: Manager Business Development – Andrew Lovett

Reason: To gain Council endorsement for the acquisition, through dedication of a road, of land at Horizons Residential Estate for the construction of the eastern bypass Road.

Objective: Council endorsement of the acquisition.

Management Plan Activity: Roads

Background:

Negotiations have been ongoing between Council and Mr Graeme Pollard from Horizons Residential Village Pty Ltd for acquisition of a section of land to be dedicated as road for the construction of the northern arm of the eastern bypass.

These negotiations have been ongoing over a period of eighteen months.

Subject to Council endorsement of the Deed of Agreement, negotiations have concluded with the outcome a fair result for all parties.

Deed of Agreement

Under the terms of the Deed of Agreement the owner will execute all such documents as necessary to enable a new plan to be registered, dedicating the subject land as public road. In return Council will pay the sum of \$71,000 as follows: 50% of the sum when the approved plan is returned to Councils solicitors after signature by the owner and the mortgagee of the land and the balance shortly after the registration of the plan.

All reasonable survey and legal costs will be borne by Council.

The western batter of the bypass road will be vegetated by Council, aiming to create an acoustic and visual barrier between the nearby residential subdivision and the bypass road.

Council is also to agree subject to the provisions of any Development Application, that the Horizons Residential Estate may develop an acoustic mound on the Ballina Road reserve, adjacent to the Estate.

Manager - Finance & Administration Comments

This property forms part of the proposed “eastern bypass”. It is another critical acquisition. Funding for this purchase is 50% Urban Arterial Roads, Section 94 levies and 50% Arterial Roads Reserves. Sufficient funds are available for this purpose.

Public Consultations

Not applicable.

Other Group Comments

Not applicable.

Comments: Group Manager – City Works

This land purchase allows Council to construct the new entrance to Pineapple Road adjacent to the Toongahra land development. This proposal was agreed to by Council and the Summerland Christian School in conjunction with the School's last major expansion. The School has agreed to provide land as its contribution to the development of the new road past the School.

The purchase of this parcel of land from Mr Pollard will mean that all land purchases for this road link are now complete.

Ultimately, Oliver Avenue will be extended to meet the Highway at Toongahra Estate and Pineapple Road will be constructed past the School and down to Bangalow Road.

The RTA has now agreed that it will fund the construction of a roundabout at Toongahra Estate when Oliver Avenue is complete. We look forward to this project; equally the reconstruction of the Bruxner Highway past this '*windy*' section and also past the Alphadale Cross Roads where the RTA has already purchased a substantial component of the road corridor.

Conclusion

The Deed of Agreement draws to a conclusion a long negotiation for the transfer of this land. The transfer of the land will enable the next section of the ring road scheme to proceed.

Recommendation (GM19)

1. That Council authorise the Mayor and General Manager to execute and apply the Council seal to the Deed of Agreement with Horizons Residential Village Pty Ltd.
2. Council authorise the Mayor and the General Manager to approve and to apply the Council Seal to the Plan of Subdivision which dedicates the subject allotment as road (if required).

Subject/File No: **SISTER CITIES**

Prepared By: **Corporate Development Officer**

Reason: **Receipt of two invitation to create sister city relationships**

Objective: **Seek Council's endorsement**

Management Plan Activity: **General Manager's Office – Interational Relations**

Background:

Council has received invitations to establish sister city relations from two overseas Councils.

Invitations were received from:

- a) **Bernard P Leddy, Chairman of Lismore Town Council, Lismore, Co Waterford, Ireland, seeking to make formal contact with our Council in this millennium year. and**
- b) **Karl Markgraf, PhD, Chairman of the Sister Cities International programme for the City of Eau Claire, Wisconsin, United States of America, enquiring about the possibilities of entering into a Sister City programme.**

There are no guidelines for establishing Sister Cities. However, local government authorities world wide have embraced the concept and promote the principle of sister cities as being one focused on creating partnerships between the organisation (such as Lismore Council) and the international communities in an effort to increase global cooperation at the local government level to promote cultural understanding and to stimulate economic development.

It is not uncommon for a Council to have a number of sister city relationships.

Council has two Sister City Agreements:

1. Yamato Takada established in 1963 - very active
2. Ujung Pandang established in 1981 - in-active / dormant

Yamato Takada:

The signing of this Agreement was the first sister city relationship between Australia and Japan.

Father Tony Glynn, a former Woodlawn College student who spent most of his adult life as a Priest building bridges of peace and reconciliation in Japan after World War II, together with his brother Father Paul Glynn and other local identities, were instigators of our first sister city relation.

For a number of early years, apart from a few contacts in areas of sport, cultural exchanges and commerce, activity has been more or less confined to student exchanges and some individual and adult group visits. The most consistent, the most valuable and the most productive has been the interchange of students and the friendships that have emerged through the use home-stay billeting. Language and communication have been prime obstacles in the expansion of the programme, but it has not deterred the participation in the annual student exchange programme.

Everyone who has been involved with the Sister City movement will verify the following statement, 'as feelings of mutual trust develops over the years, city relationships that often start off with cultural and educational exchanges expand into other areas of interest'.

Sister Cities

Lismore is no exception to this rule. Our programme with Yamato Takada has expanded in recent times to include programmes like:

- Our own staff exchange programme
- student exchanges at university level,
- twinning of service organisations like Rotary
- negotiations between the hospitals for professional staff exchanges
- community and business organisations involvement in a project to construct a Japan Centre, 'Fr. Tony Glynn Memorial House'

I believe language was an initial barrier in this relationship but over the years both parties have been working to overcome this problem, as indicated by the greater community involvement in exchange programmes. It is quite evident here in Lismore that more Australians are now able to communicate in Japanese. With a better communication network our opportunities to encourage development in the economic arena are enhanced.

Ujung Pandang:

Unfortunately, the Ujung Pandang relationship has not enjoyed the same experience, despite numerous attempts to initiate contact with the Indonesian people.

Friendship Relations:

Council has friendship relations with two overseas Cities, namely Conegliano/Victorio Veneto in Italy and Wudi in China

What then does Lismore have in common with Cities seeking to establish sister city relations?

Lismore, Waterford, Ireland:

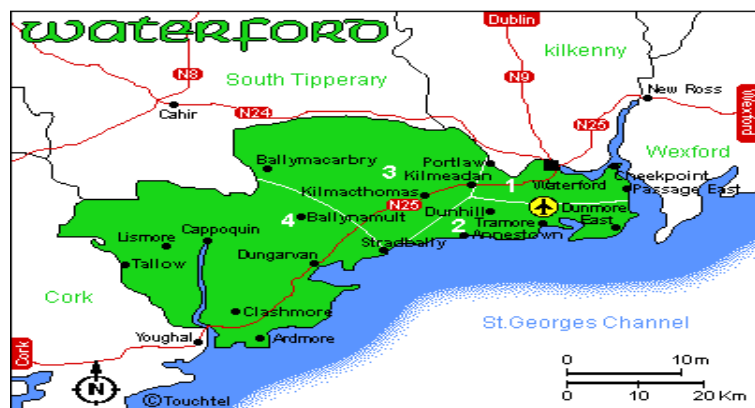
There is an historical link between the City of Lismore, Ireland and our fair City.

It commenced with the migration of William Wilson and his bride to Australia and their establishment of a settlement on the Richmond River in New South Wales. The natural beauty of their new home reminded the Wilson's of the Scottish Island and they named the station Lismore.

The development and history of Lismore shows a strong Irish influence. One of the first settlers was Fr. J J Doyle who instigated the construction of the first Catholic Church here in 1878 – ie St Carthage's Cathedral. Later as the Bishop of Lismore, Fr Doyle encouraged the Presentation Nuns and Marist Brothers from Ireland to establish and run the parish schools.

Another Irish immigrant who became prominent in our City was J F O'Flynn. He held the position of Mayor for two periods 1889 to 1891 and then again in 1896 to 1899

In these times when towns are twinned with other communities all over the world, it would seem appropriate that some connection should be established between the two (2) Lismores



Location of Lismore, Ireland

In an endeavour to provide Lismore, Ireland with an

Sister Cities

early response, the matter was discussed with the Mayor and General Manager. After giving the matter careful consideration a response was relayed back indicating our positive interest in developing a sister city agreement.

With the approval of Council, it is proposed to formalise the relationship by a joint meeting of the two Councils. Unfortunately, neither party has funds available to send a delegation overseas, so it was proposed to use video conferencing facilities to link the two meeting groups. The visual contact would add that emotive touch to the meeting for the endorsement and signing of the Agreement by the respective Mayors. Our Ireland counterpart has suggested October as a possible date but at this juncture no definite date or agenda has been considered.

Attachment: Extract obtained from web-site (<http://www.lismore-ireland.com>)

Eau Claire, Wisconsin, USA

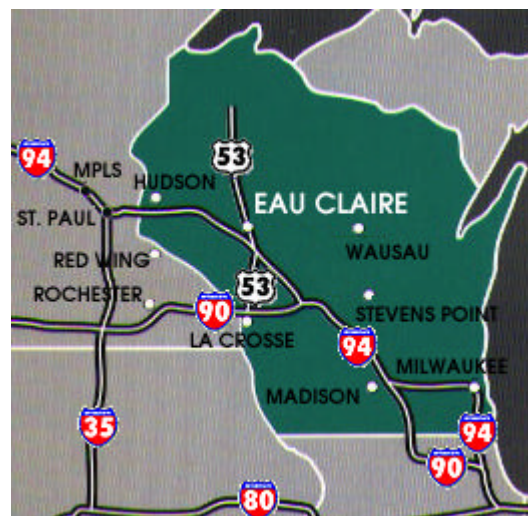
The second invitation was received from Mr Karl Markgraf the Chairman of Sister Cities International programme for the City of Eau Claire, Wisconsin. The enquiry has been motivated by a very successful relationship that has developed out of the interaction between the two universities, Wisconsin – Eau Claire and Southern Cross.

A very active exchange of students, staff and scholars has emerged from this inter-relation, with at least 70 students from Wisconsin – Eau Claire University studying here in Lismore annually. Australian students reciprocate in the exchange programme by attending Wisconsin University. In addition to the student exchange there is an exchange of staff, professors and lecturers and in fact both Cities are currently hosting two faculty members. Sister city relations are about a united effort of city organisations working together for the people and growth of the city rather than working independently. This is a wonderful opportunity for Council to unite with the University in pursuit of interests, which will enhance the development of the City.

The International Office of the University has confirmed that Southern Cross has worked with Wisconsin for a number of years and is gradually expanding their relationship. It was also confirmed that the two cities seem to have quite a bit in common. A professor from Southern Cross University is due to return from a semester at Eau Claire in July and he is willing to give a presentation on his experience.

A brief profile of Eau Claire:

Eau Claire is located in the north-western Wisconsin about 85 miles east of Minneapolis and St Paul, was incorporated in 1872 and currently has a population of over 60,000 people. The community has a diverse and expanding economic base in manufacturing, information technologies, health care and retail trade. The City is home to the University of Wisconsin – Eau Claire, Chippewa Valley Technical College, and Immanuel Luthern College.



Location of Eau Claire

Attachment: extract from web-site

(<http://www.ci.eau-claire.wi.us/>)

Community profile overview, incorporating

- Business Environment
- Quality of Life
- Education
- Housing
- Health Care
- Recreation and
- Transport

Recommendation

That Council agree in principle to establishing a sister city agreement with both Lismore Waterford, Ireland and Eau Claire, Wisconsin USA and staff be authorised to continue the planning process with both parties

LISMORE CITY COUNCIL - Meeting held June 6, 2000

MINUTES OF THE TRAFFIC ADVISORY COMMITTEE MEETING HELD MAY 17, 2000

AT 10.00 AM.

(WMacD:VLC:S352)

Present: Mr Bill Moorhouse (*Chairperson*), Councillors Ken Gallen, John Chant and Mervyn King, M/s Bronwyn Mitchell on behalf of Mr Thomas George, MP, Mr Mike Baldwin (*Roads and Traffic Authority*), Snr Const Brian Buckley (*Lismore Police*), together with Mrs Wendy Johnson (*Road Safety Officer*) and Mr Bill MacDonald (*Traffic and Law Enforcement Co-Ordinator*).

Apologies: Apologies for non-attendance on behalf of Messrs Thomas George, MP, and Chris Mallam were received and accepted and leave of absence granted.

Minutes of Traffic Advisory Committee Meeting – April 19, 2000

Members were advised that the Minutes of the Meeting held on April 19, 2000 were adopted by Council at its meeting of May 16, 2000, excluding Item Nos. 3, 6, 7, 12 and 15.

1. **Clause 3 (Bus Interchange Facility)** – Mrs Johnson advised that she had already taken this issue on board and had made several inspections with a view to assessing the needs within an education programme. (00-5063:R6042,R6029)

2. **Clause 6 (Extension of Bus Routes – Bus Interchange Facility)** – The Committee noted Council's resolution. (00-5788:S352)

3. **Clause 7 (Temporary Closure of Lake Street [western end])** – This matter was again discussed by the Committee. However, as there were several objections to the temporary closure proposal and due to the difficulties that would be encountered in the practicalities of setting up a regular temporary closure, it was felt that the previous recommendation was more appropriate. The training of Saleyards staff to control traffic was identified as the most effective outcome.

TAC48/00 **RECOMMENDED** that the Lismore Saleyards be advised in accordance with the Committee's previous recommendation. (00-5886:R6220)

4. **Clause 12 (Proposed Motor Show Room)** – The Committee had suggested previously that the appropriate speed limit for the section of the Bruxner Highway in question would be best re-assessed when current developments were completed. At present, existing development did not warrant any change.

TAC49/00 **RECOMMENDED** that the speed limit on the Bruxner Highway, between Three Chain Road and Caniaba Road be re-assessed following completion of the existing development proposals. (D000192)

5. **Clause 15 (Laurie Allen Centre Parking Facilities)** – Mr MacDonald advised that he had held extensive discussions with Court House administration in the past and Council had even offered to lease parking spaces in the Clyde Campbell Carpark to the Court House for use by its volunteers. The Court House administration was not interested. It was also pointed out prior to the construction of the Court House, parking facilities were deficient. It was felt that the circumstances at the Laurie Allen Centre were different and that there were many other volunteer organisations within the CBD that would be in the same situation as the Court House, however, they managed to find longer term parking. Many of the Senior Citizens were less mobile and the distance required to walk from their vehicles was an important consideration.

TAC50/00 **RECOMMENDED** that the previous proposal be submitted to the Senior Citizens and implemented if agreement is reached. (R7319,P6301)

Disclosure of Interest: Nil

Correspondence:

6. **NSW Department of Community Services;** drawing attention to the problems being experienced by vehicles parked in the driveway to its carpark at No. 31 Carrington Street, Lismore, and seeking the installation of 'No Parking' signs.

Members were advised that the driveway in question was part of a double driveway that also serviced the Pawn Broker's shop.

TAC51/00 **RECOMMENDED** that 'No Stopping' signs be installed both sides of the double driveway at No. 31 Carrington Street, Lismore. (00-6477:P17230,R7303,S346)

7. **Seventh-Day Adventist Church;** agreeing with the proposal for Shepherd Lane, Lismore, to be made one-way providing that the traffic flow is west to east and roadwork be carried out to improve the approaches to its gateways.

Mrs Sally-Ann Day; strongly opposing the introduction of one-way traffic flow for Shepherd Lane and setting out her reasons therefor.

M/s A & M/s M Strahan; objecting to the one-way traffic flow proposal.

Mr & Mrs FL and JF Whitney; lodging an objection and petition against the one-way traffic flow proposal.

In light of the objections and petition contained in the Whitneys' letter, it was felt that the introduction of the one-way traffic flow would be best delayed until the Detox Development was complete. This would allow time to assess the impact of the new development on local traffic patterns.

TAC52/00 **RECOMMENDED** that the introduction of a one-way traffic flow for Shepherd Lane be reconsidered after completion of the Detox Development.
(00-6748,00-6830,00-6957,00-7139:R6066)

8. **C Jung;** drawing attention to several traffic-related issues requiring attention in the Corndale area.

Members were advised that there was a need to highlight the intersection of Corndale and Dorrroughby Roads and its surrounds due to the increase in traffic volumes. It was suggested that the following measures would assist -

- a) renew T-junction signs on Corndale Road and place on an orange background
- b) include distance plates beneath the T-junction signs
- c) paint a double white centre line on Corndale Road each side of Dorrroughby and Arthur Roads
- d) install guide posts close to the edge of the bitumen surface along the western side of Corndale Road from Dorrroughby Road to the first driveway, to prohibit parking.

As development was predominately rural, a 60 kph zone was not considered warranted. Mr MacDonald advised that he would also liaise with the bus operator for that area with a view to identifying a more suitable Bus Stop area for children.

TAC53/00 **RECOMMENDED** that the above works be carried out. (00-7062:R3801,S352)

General Business

9. **No. 1 Casino Street, South Lismore – Parking Bays**

Mr Michael Hermann had submitted a request that the parking bays outside the pharmacy at No. 1 Casino Street be line-marked.

Mr MacDonald advised that he had liaised with Mr Hermann on-site and it was ascertained that due to current parking patterns and the existence of driveways, additional parking spaces would not be obtained by line-marking.

LISMORE CITY COUNCIL - Meeting held June 6, 2000

MINUTES OF TRAFFIC ADVISORY COMMITTEE MEETING HELD MAY 17, 2000 *(Cont'd)*

TAC54/00 **RECOMMENDED** that the kerbside parking not be line-marked. (R6907)

10. **No. 40 Rifle Range Road, East Lismore – ‘No Parking’ Signs**
Mrs Pitkin had submitted a request for ‘No Parking’ signs to be installed at the above location due to motorists’ vision being blocked when exiting the property, caused by parked vehicles along the roadsides.
The site was inspected and it was felt that with due care, access onto Rifle Range Road was acceptable. It was also noted that the road was now owned by the Southern Cross University.
- TAC55/00 **RECOMMENDED** that no action be taken. (R7470)
11. **Trinity Drive, Goonellabah – ‘Dip’ Area**
Mr Craig Parrish of Trinity Drive had raised his concerns regarding single vehicle accidents being a regular occurrence in the ‘dip’ area of Trinity Drive.
Further discussion with Mr Parrish revealed that it would appear it was local residents who were testing the curves in the wet. However, any accident that had occurred was of a minor nature. Sight distance through the curves was relatively good and it was felt the installation of centre line marking would be of little benefit.
- TAC56/00 **RECOMMENDED** that no action be taken. (R6529)
12. **Reinstallation of Pedestrian Crossing – Dawson Street, Lismore**
Councillor Baxter had requested the re-installation of the marked pedestrian crossing on Dawson Street near Leicester Street.
Members noted that the underpass was now complete and was being well used. The underpass was constructed to remove the potential of a serious vehicle/pedestrian accident. To reinstate the pedestrian crossing would be a duplication of facilities and was not considered warranted bearing in mind the significant construction cost of the underpass.
- TAC57/00 **RECOMMENDED** that the pedestrian crossing not be reinstated. (R6017)
13. **‘No Standing’ Signs – No. 150 Ballina Road, Goonellabah**
A request had been received for modification to the internal parking layout for a proposed educational establishment at the above location. As part of this modification, the Developer was seeking the installation of a ‘No Standing’ sign to the east of the vehicle entrance on Ballina Road (*approximately 420m west of Hillcrest Avenue*).
No objection was raised to the proposal.
- TAC58/00 **RECOMMENDED** that the existing ‘No Stopping’ sign be relocated to a point east of the driveway to the refurbished building at No. 150 Ballina Road. (D990859)
14. **Centre Line-Marking – Invercauld Road**
Councillor Hampton had recommended the complete line-marking of Invercauld Road, between Ballina Road and Cynthia Wilson Drive.
Members agreed that centre line marking would be of benefit particularly at night. It was noted that line-marking already existed at intersections and crests in several locations.
- TAC59/00 **RECOMMENDED** that centre line-marking be installed on Invercauld Road, between Ballina Road and Cynthia Wilson Drive, in either a double white line or single broken white line as required. (R6465)
15. **Parking Signs – College Road/Bright Street Area, East Lismore**
Snr Const Buckley advised that a number of street/parking signs had disappeared in recent times from the above area.
- TAC60/00 **RECOMMENDED** that Council’s Signwriter be advised accordingly. (R7419,R7413)
-

16.

Kadina Park Plan

A plan of the proposed Kadina Park development was tabled for discussion. The Committee had been requested to comment on vehicular access to the site. Mr Baldwin (RTA) pointed out that access to the site from Ballina Road would not be appropriate. The Ballina Road/Kadina Street intersection was already a busy intersection and for access to be provided from Ballina Road would require motorists travelling from Lismore to shift across lanes whilst on the roundabout to gain access to the park.

It was felt that by moving the proposed access road off Kadina Street further north towards Ballina Road would provide sufficient sight distance of oncoming traffic and would stagger its location with Pineview Drive.

TAC61/00

RECOMMENDED that vehicular access to the proposed Kadina Park development be in accordance with the above. (P517)

This concluded the business and the meeting terminated at 11.30 am.

CHAIRPERSON

**TRAFFIC & LAW
ENFORCEMENT CO-ORDINATOR**

DOCUMENTS FOR SIGNING AND SEALING

The following documents have been prepared in accordance with previous resolutions of the Council and/or the provisions of the Local Government Act, 1993 and other relevant statutes.

It is now proposed that the Council authorise the signing and sealing of these documents.

Recommendation:

The following documents be executed under the Common Seal of Council:-

Building Envelope

Request for Seal of Council on a Form of Request to the Land Titles Office to amend a building envelope location on Lot 8 DP 883395 (Subdivision in DA 95/436 – 360 Cowlong Road, McLeans Ridges for AC Rose). Letter 00-7693:D95-436.

Licence Agreement

Licence Agreement, R C & L J Clark-Smith - Letter 00-7209: P4031

Funding and Performance Agreement

Long Day Care Subsidies - Letter 00-7923, S389

NOTICE OF NOTICES OF MOTION:

Councils Ordinary Meetings

(Copy attached)

- 111/00 Formal notice having been given by Councillor Crowther it was **RESOLVED** that Councils Ordinary meeting schedule of one meeting every three weeks be amended to one meeting every month to be held on a Tuesday to be decided commencing in 2001. (Councillors Crowther/Gallen)(S43)
Voting Against: Councillors Swientek and Baxter.

REPORTS

MEMORIAL BATHS REDEVELOPMENT

(Copy attached)

A MOTION WAS MOVED

- 1 That Council not proceed with Option 3.
- 2 Council proceed to investigate the comparative advantages of retaining the Memorial Baths with some minor upgrades and investigating the comparative cost advantages of using Section 94 levies to develop a 50 metre outdoor pool in conjunction with the indoor sport centre at the Goonellabah Town Centre site.

(Councillors Swientek/Gallen)

On submission to the meeting the MOTION was DEFEATED.

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

A FORESHADOWED MOTION WAS MOVED that

- 1 Council adopt Option 3 as the preferred concept plan for redevelopment of the Memorial Baths.
- 2 A Council workshop be held to refine and finalise the preferred option (pool heating/no pool heating, etc.) and determine the project delivery method to be employed.
- 3 Continue negotiations with the Lismore RSL Club for the acquisition of the bowling green land.
- 4 Continue negotiations with the Lismore RSL Club, Lismore Croquet Club and Lismore City Bowling Club regarding their objections to the proposed closure of Market Street.
- 5 Write to the Environmental Protection Authority to seek formal approval for further extension to their requirement for backwash water treatment or discharge into the sewerage system.
- 6 Adopt the revised project timing as discussed in this report and outlined in the attached project program subject to any changes made at the workshop.
- 7 A further report be submitted on car parking and public transport that details requirements and examines the potential strategies discussed in this report and other options that may satisfy these requirements.

(Councillor Baxter/Hampton)

- 112/00 **RESOLVED** that the report be received and
- 1 Council adopt Option 3 as the preferred concept plan for redevelopment of the Memorial Baths.
 - 2 A Council workshop be held to refine and finalise the preferred option (pool heating/no pool heating, etc.) and determine the project delivery method to be employed.

- 3 Continue negotiations with the Lismore RSL Club for the acquisition of the bowling green land.
- 4 Continue negotiations with the Lismore RSL Club, Lismore Croquet Club and Lismore City Bowling Club regarding their objections to the proposed closure of Market Street.
- 5 Write to the Environmental Protection Authority to seek formal approval for further extension to their requirement for backwash water treatment or discharge into the sewerage system.
- 6 Adopt the revised project timing as discussed in this report and outlined in the attached project program subject to any changes made at the workshop.
- 7 A further report be submitted on car parking and public transport that details requirements and examines the potential strategies discussed in this report and other options that may satisfy these requirements.

(Councillors Baxter/Hampton) (P6768)

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

CELLULOSE VALLEY – SKYLINE ROAD ROADWORK'S

(Copy attached)

113/00

RESOLVED that the report be received and

- 1 That Council advise the Cellulose Valley Technology Park it is not in a position to fully fund the upgrade of Skyline Road from Wyrallah Road to the former dip yard.
- 2 That the General Manager hold discussions with the Cellulose Valley Developers and examine the options of –
 - i) developing the proposed link road
 - ii) upgrading Skyline Road and what contribution Council is prepared to make.
- 3 That the matter be reviewed as the project progresses.

(Councillors Crowther/Hampton)(S718)

FIX THE ROADS WORKING PARTY – FUTURE ROLE

(Copy attached)

114/00

RESOLVED that the report be received and

- 1 That Council endorse the continuation of the 'Fix the Roads' Working Party.
- 2 That Council endorse in principal the future direction of the Working Party, as set out in the body of the report.
- 3 That the Working Party, using the general direction from Council, further refine its strategic direction through the preparation of a draft Plan of Management for the further consideration of the Council.
- 4 That the Fix the Roads working Party meets quarterly or more frequently if necessary.
- 5 That this Council deplores the lack of extra funding for roads in the 2000/2001 Federal Budget especially in the light of Government estimates that the fuel excise will raise \$13 billion next financial year, an increase of almost \$1.5 billion, while federal road funding remains at less than \$900 million.
- 6 That the Mayor on behalf of this Council write to the Prime Minister, the Deputy Minister, the Federal Treasurer and local member alerting them to our concerns and requesting an immediate summit comprising Federal, State and local Government representatives charged with the task of finding solutions to the national road funding crisis.
- 7 That the Mayor write to the Local Government Association requesting that it also lobbies for a national road summit.
- 8 That if the ALGA fails to agree to organize a road blockade of Canberra that Lismore City Council take on the task with the support of the Fix The Roads Working party.
- 9 In the letter to the Prime Minister, Deputy Prime Minister, Federal Treasurer and local members, Council express its extreme disappointment in the Prime Ministers failure to appreciate the extent of the road situation in Lismore and seek

him to seriously review his understanding of the problem and in this regard invite him back to Lismore.

(Councillors Tomlinson/Swientek)(S745)

ROADS AND TRAFFIC AUTHORITY (RTA) ROAD/BRIDGE REPAIR DEPOT, LOT 195 DP755729, 3 BRIDGE STREET, NORTH LISMORE

(Copy attached)

115/00

RESOLVED that the report be received and

- 1 Report be received and no further action be taken until a decision on the outcome of the new bridge is made.
- 2 The RTA be requested to clean up and landscape the site.

(Councillors Hampton/Chant)(P6704)

Voting Against: Councillors Roberts, Tomlinson and Swientek

MANAGEMENT PLAN 1999 - 2000 REVIEW QUARTER ENDING MARCH 2000

(Copy attached)

116/00

RESOLVED that the report be received and content noted and further staff be commended on their performance during the period ending March 2000

(Councillors Crowther/Chant)(S4)

MARCH 2000 QUARTERLY BUDGET REVIEW STATEMENT

(Copy attached)

117/00

RESOLVED that the report be received and

- 1 Council adopt the March 2000 Budget Review Statement for General, Water and Sewerage Funds.
- 2 This information be submitted to Council's auditor.

(Councillors Roberts/King)(S699)

ANNUAL REMUNERATION FEE FOR MAYOR AND COUNCILLORS

(Copy attached)

A MOTION WAS MOVED that the report be received and that in accordance with Sections 248 and 249 of the Local Government Act 1993, Council fix the 2000/2001 annual fee for councillors at \$11,000 and for the mayor at \$22,600.

(Councillors Gallen/Crowther)

AN AMENDMENT WAS MOVED that the report be received and that in accordance with Sections 248 and 249 of the Local Government Act 1993, Council fix the 2000/2001 annual fee for councillors at \$10,500 and for the mayor at \$21,000.

(Roberts/Gates)

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

Voting Against: Councillors Swientek, Gallen, Chant, Hampton, and Crowther.

118/00

RESOLVED that the report be received and that in accordance with Sections 248 and 249 of the Local Government Act 1993, Council fix the 2000/2001 annual fee for councillors at \$10,500 and for the mayor at \$21,000.

(Councillors Roberts/Gates)(S45)

Voting Against: Councillors Swientek, Gallen, Chant, Hampton, and Crowther.

STORMWATER MANAGEMENT PLAN

(Copy attached)

- 119/00 **RESOLVED** that the report be received and
- 1 That Council adopt the Stormwater Management Plan and that costs associated with implementation of the Plan in the 2000/2001 financial year be supported by Council.
 - 2 That the Plan be placed on public exhibition for a period of eight weeks prior to implementation in 2000/2001.
 - 3 That a review group be established comprised of Councillors, staff and interested community representatives to monitor implementation of the Plan and revise it as necessary as outlined in Section 11 of the Plan.
 - 4 That a workshop and tour be held in respect of this matter.
- (Councillor Swientek/Roberts)

- 120/00 **FURTHER RESOLVED** that Councillors Roberts, Crowther, Baxter and Irwin be nominated to the review group.
(Councillors Chant/Suffolk)(S722)

SECTION 356 DONATIONS TO RURAL HALLS

(Copy attached)

A MOTION WAS MOVED that the report be received and Council amend Policy 1.4.11 to include the Nimbin Community Centre.
(Councillors Tomlinson/Chant)

AN AMENDMENT WAS MOVED that this matter be reconsidered after the NCDCA provides council with a list of all grants both state and federal received by the Centre from its inception as well as a financial statement giving full details of income source and expenditure.
(Councillors Gates/Hampton)

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

Voting Against: Councillors Roberts and Tomlinson.

- 121/00 **RESOLVED** that this matter be reconsidered after the NCDCA provides Council with a list of all grants both state and federal received by the center from its inception as well as a financial statement giving full details of income source and expenditure.
(Councillors Gates/Hampton) (S164)
Voting Against: Councillors Roberts and Tomlinson.

ADJOURNMENT:

The meeting adjourned at 9.01pm and resumed at 9.30pm.

AREA ASSISTANCE SCHEME

(Copy attached)

Nominations for the Committee were received from Councillors Baxter, Crowther, Gallen and King. A ballot was conducted to elect the two nominees.

- 122/00 **RESOLVED** that Councillors Baxter and King become members on the Local Ranking Committee for the Area Assistance Scheme for two years.
(Councillors Swientek/Roberts)(S474)

INVESTMENTS HELD BY COUNCIL AS AT APRIL 30, 2000

(Copy attached)

- 123/00 **RESOLVED** that the report be received and noted.
(Councillors Crowther/Chant)(S170)

TENDERS FOR THE PROVISION OF WATER MAIN CONSTRUCTION

(Copy attached)

- 124/00 **RESOLVED** that the report be received and
1. The water main construction (20019) be awarded to Eco Civil Pty Ltd for the amount of \$146,828.00 plus rate only item costs.
 2. Should Eco Civil Pty Ltd withdraw their tender, then the tender be awarded to McDonald Keen Group Pty Ltd provided their referee check is satisfactory.
 3. The Mayor and General Manager are authorised to execute the Contract on Council's behalf and attach the Common Seal of the Council.
(Councillors Swientek/Baxter)(T20019)

REPLACEMENT OF COUNCIL PLANT - V322 (CAT 120G MOTOR GRADER)

(Copy attached)

- 125/00 **RESOLVED** that the report be received and
- 1 Council purchase one (1) only Caterpillar 120H Motor Grader as tendered (T2000-18) by Gough & Gilmour, Grafton, for the cost **\$240,524.00 (No trade-in offer)**.
(* Includes the 'payment on delivery offer' to further reduce the changeover cost by \$1,000.00.)

and
 - 2 Accept the 'Private Offer to Purchase V322' from **Eagle Spares Limited of Hamilton, New Zealand**, for the amount of **\$38,652.00**
Change-over cost to Council is **\$201,872.00**.
(Anticipated delivery of this grader being two (2) weeks from placement of purchase order.)
(Councillors Swientek/Gallen)T200018)

COMMITTEE RECOMMENDATIONS

TRAFFIC ADVISORY COMMITTEE 19/4/00

(Copy attached)

- 126/00 **RESOLVED** that the report be received and the recommendation contained therein be adopted, excluding Items 3, 6, 7, 8, 12 and 15.
(Councillors Roberts/Swientek)

Clause 3 - M/s H Lee

- 127/00 **RESOLVED** that Council look at other options, such as educating parents about drop off and pick up points prior to replying to the writer.
(Councillors Roberts/Baxter)(R6042,R6029)

Clause 6 - RL & Mrs RL Nowlan (Koonorigan Bus Service)

- 128/00 **RESOLVED** that the writers be advised in accordance with the above and that Diadem Street be included in the list of streets to be monitored.
(Councillors Roberts/Gallen)(S352)

Clause 7 - Lismore Saleyards Pty Limited

- 129/00 **RESOLVED** that this matter be referred back to the Traffic Committee for further consideration.
(Councillors King/Suffolk)(R6220)

Clause 8 - Minister for Transport and Roads, Hon PC Scully, MP

- 130/00 **RESOLVED** that a copy of the letter from the Minister be distributed to Councillors for their information.(S352)
(Councillors Roberts/Chant)

Clause 12 Proposed Motor Show Room - No. 2 Bruxner Highway, South Lismore

Councillor Chant declared a conflict of interest in this matter and left the Hall during debate and determination thereof.

A MOTION WAS MOVED that the above be noted and Council write to the Minister for Transport seeking his reconsideration of the refusal to extend the 60kph zone on the Bruxner Highway to Caniaba Road.
(Councillor Roberts/Gallen)

AN AMENDMENT WAS MOVED that the above be noted and that Council write to the Minister for transport seeking the creation of an 80kph zone on the Bruxner Highway from the existing 60kph zone to Caniaba Road.
(Councillors Suffolk/Hampton)

On submission to the meeting the AMENDMENT was DEFEATED.

Voting Against: Councillors Hampton, Suffolk and Gates.

- 131/00 **RESOLVED** that the above be noted and Council write to the Minister for Transport seeking his reconsideration of the refusal to extend the 60kph zone on the Bruxner Highway to Caniaba Road.
(Councillors Roberts/Gallen)(D000192)

Voting Against: Councillors Hampton and Suffolk.

At this juncture Councillor Chant returned to the meeting.

Clause 15 Parking Facilities - Laurie Allen Centre, Magellan Street, Lismore

- 132/00 **RESOLVED** that the above proposal be put to the Senior Citizens and implemented if agreement is reached and the committee look at providing a similar system for the volunteers at the Court House.
(Councillors Roberts/Crowther)(R7319)

MATTER OF URGENCY

Community Consultation Project

- 133/00 **RESOLVED** that this matter be admitted to the Business Paper as a Matter of Urgency.
(Councillors Gallen/Tomlinson)

A MOTION WAS MOVED that Council agree to support the Community Consultation Project proceeding.
(Councillors Gallen/Tomlinson)(S389)

On submission to the meeting the MOTION was DEFEATED.

Voting Against: Councillors King, Chant, Baxter, Hampton, Suffolk and Crowther.

This concluded the business and the meeting terminated at 10.15 pm.

CONFIRMED this Sixth, day of June, 2000 at which meeting the signature herein was subscribed.

MAYOR

