

## Infrastructure – Driving the NSW Economy



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**Appendix A** 2014 NSW Local Roads Congress Communique

**Appendix B** Submission to Regional Boating Plans

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**Appendix D** Mogo Regional Emergency Services Training Centre

## Executive Summary

We applaud all levels of government for recognising the key role that infrastructure provision plays in stimulating and sustaining the NSW economy.

We have identified key infrastructure projects which if implemented, will have a marked impact on meeting this objective as well as supporting an improved quality of life for our resident and visiting communities. This includes the growing and potentially significant international trade, investment and tourism markets that support current domestic and interstate activities.

This document contains the recommended infrastructure priorities for our region and the Eurobodalla. These priorities cover both Government infrastructure and key Eurobodalla specific projects.

The areas covered include:

- Government Infrastructure
  - Transport
    - Princes Highway
    - Kings Highway
  - Marine Infrastructure
- Regional transport infrastructure
  - Moruya Airport
  - Regional and key local road projects
  - Bridges
  - Traffic and road safety
  - Pathways
  - Public transport
- Marine infrastructure
- Water and sewer infrastructure
- Regional recreation infrastructure
- Arts and culture infrastructure
- Emergency services
- Tourism infrastructure

We seek your support in joint funding the projects outlined, and advocating on behalf of Eurobodalla to the NSW and Australian Government.

*Council continues to advocate directly to the relevant Ministers and local members of Parliament and election candidates for support for the infrastructure listed herein. Copies of this document have been provided to:*

**Members of NSW Government**

*Hon Michael Baird MP, Premier of NSW - [manly@parliament.nsw.gov.au](mailto:manly@parliament.nsw.gov.au)*

*Hon Andrew Stoner MP, Deputy Premier of NSW - [office@deputypremier.nsw.gov.au](mailto:office@deputypremier.nsw.gov.au)*

*Hon Andrew Constance MP, Member for Bega, Minister for Transport and Infrastructure Services - [bega@parliament.gov.au](mailto:bega@parliament.gov.au)*

*Hon Gladys Berejiklian MP, Treasurer - [willoughby@parliament.nsw.gov.au](mailto:willoughby@parliament.nsw.gov.au)*

*Hon Duncan Gay MLC, Minister for Roads, Marine and Freight - [office@gay.minister.nsw.gov.au](mailto:office@gay.minister.nsw.gov.au)*

*Hon John Barilaro MP, Minister for Regional Development*

**Members of Australian Government**

*Dr Peter Hendy MP, Member for Eden-Monaro - [p.hendy.mp@aph.gov.au](mailto:p.hendy.mp@aph.gov.au)*

*The Hon Warren Truss MP, Minister for Infrastructure and Regional Development - [W.Truss.MP@aph.gov.au](mailto:W.Truss.MP@aph.gov.au)*

*The Hon Jamie Briggs MP, Asst Minister for Infrastructure and Regional Development - [Jamie.briggs.mp@aph.gov.au](mailto:Jamie.briggs.mp@aph.gov.au)*

*Dr Mike Kelly – candidate for Eden-Monaro*

*Summary comments on progress against each item is included in italics throughout the document.*

## 1 Introduction

We applaud the NSW and Australian Governments for recognising the key role that infrastructure provision plays in stimulating and sustaining the NSW and Australian economy.

We have identified key infrastructure projects which if implemented, will have a marked impact on meeting this objective as well as supporting an improved quality of life for our resident and visiting communities. This includes the growing international trade opportunities, investment and tourism markets that support current domestic, NSW and interstate activities.

This document contains the recommended infrastructure priorities for our region and the Eurobodalla. These priorities cover both NSW and Australian Government infrastructure and key Eurobodalla specific projects.

With a 110 km coastline and more than three-quarters of the 3,400 square kilometre land area covered by national park or state forest, Eurobodalla enjoys a reputation as a water and nature lovers' paradise.

Within its borders are 83 beaches, 4 major river systems, lakes, islands and estuaries, 10 national parks and 15 state forests. Known for its rich sea, bird and wildlife, its biodiversity includes 62 vegetation types, over 1,500 plant, 346 bird and 253 fish species, and 128 mammal, 26 reptile and 31 amphibian species.

The three major towns, Batemans Bay, Moruya and Narooma, are connected by villages that are central to Eurobodalla's strong rural, coastal heritage and indigenous culture. The local industry, once based on dairying, forestry and fishing, is now a diverse economy, providing tourism, agriculture and fishing, retail, and property, health and other services.

In 2012 around 37,000 people called Eurobodalla home and over one million visitors were welcomed. Our population surges weekly to over 50,000 in winter peaking in summer at over 120,000 people.

This demographic creates significant infrastructure challenges in transport, water, sewer and other key infrastructure areas for our local community.

Eurobodalla has so much more capacity with the right investment in infrastructure acting as a key driver to improve efficiency, regional and international connectivity and to stimulate greater investment.

The infrastructure package herein will, when implemented, stimulate the NSW and Eurobodalla economy bringing associated employment, growth and a higher quality of life. This will also enhance social activity, cultural diversity, healthier and active living, develop a more resilient and self-reliant community.

We seek the Australian Government's support to deliver the funding required for these key infrastructure projects.

## 2 NSW Government Infrastructure

### 2.1 Transport

#### 2.1.1 Princes Highway

##### 2.1.1.1 Princes Highway - South Batemans Bay realignment & upgrade

The Princes Highway between Berrima Parade, Surfside and the proposed South Batemans Bay Link Road is the *busiest section of the highway in far south east of NSW*. The Northern Area of Eurobodalla Traffic Study recommends four through lanes be provided along this section of the highway along with upgrades to select intersections.

The section of highway immediately south of Batemans Bay, known locally as the ‘*mad mile*’, has a devastating safety record. The RMS has undertaken some interim improvements, including a reduction in the speed limit and the provision of a central median to reduce the severity of accidents. This however has not reduced the frequency of accidents and when accidents do occur, it results in closure of the highway due to the limited working space now available.

The NSW Government is to be congratulated for providing \$10M for the South Batemans Bay Link Road. This key regional link will require an upgrade to the existing road intersection with the Princes Highway.

*The priority section of the highway is from Cranbrook Road to Deep Creek Dam access road.*

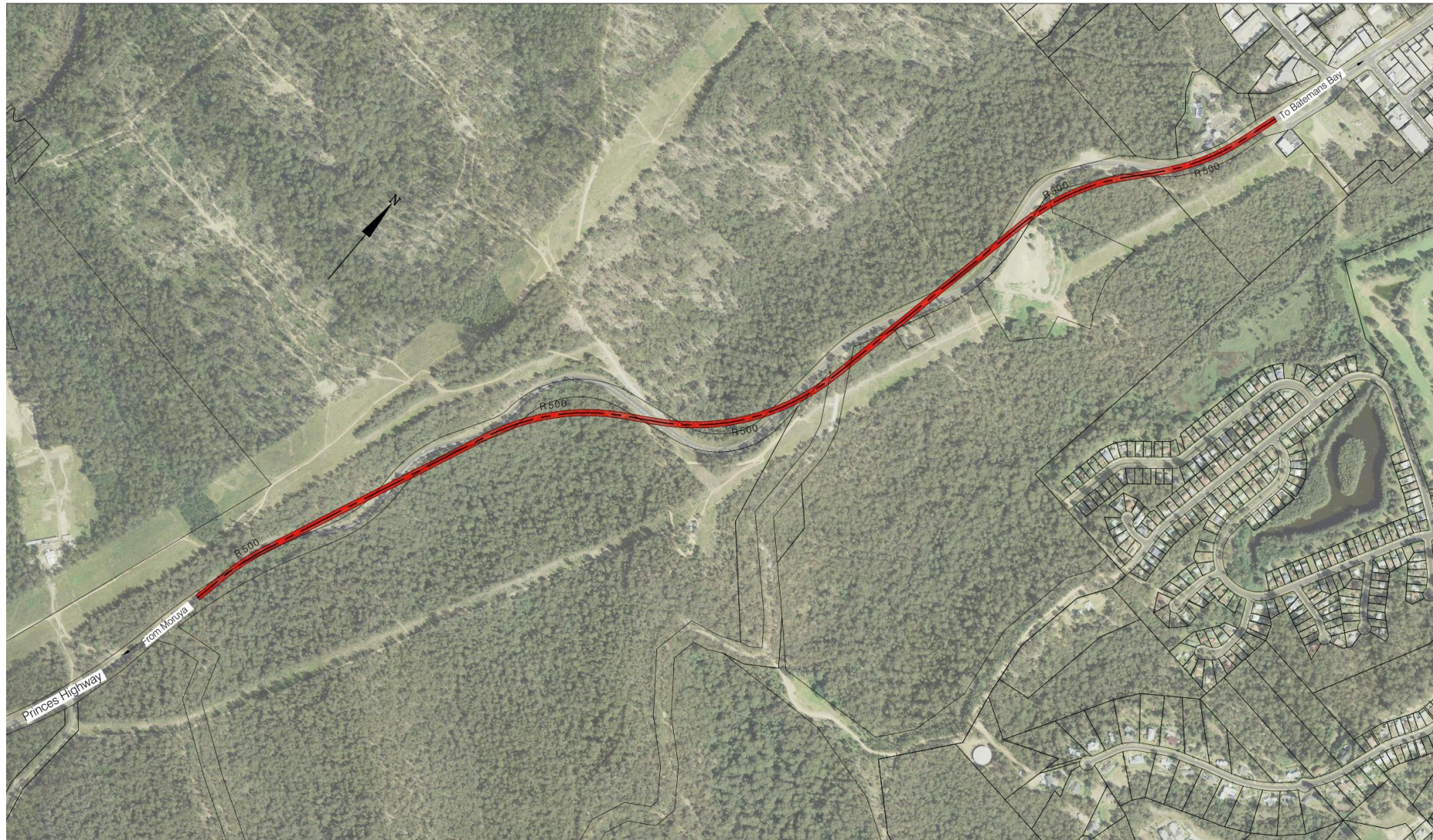
The project involves:

- the widening and realignment of the Princes Highway from Cranbrook Road to the Link Road (distance 1.4km). This length currently has one lane northbound and two lanes southbound on a poor alignment and poor safety record including a recent fatality and a series of recent accidents at Council’s Batemans Bay depot entrance. The widening of the highway should allow for two lanes in both directions plus a channelized junction treatment to the Council’s Batemans Bay Depot
- the upgrade of the existing intersection of the Princes Highway and the Link Road (currently under investigation by the RMS)
- the realignment of the length of Princes Highway from the Link Road to Deep Creek Dam Road (distance 2km) to address the appalling safety record.

We note the NSW Government now has access to the vacant land being the old timber mill site.

Council seeks a significant contribution from the NSW and Australian Government for the intersection with the South Batemans Bay Link Road and a realignment of the Princes Highway from Cranbrook Road to Deep Creek Dam.





Proposed curve realignment of Princes Highway south of Batemans Bay



*The South Batemans Bay Link Road Alliance has been formed between the RMS and Council to review options for the provision of a suitable junction with the Princes Highway/South Batemans Bay Link Road. This includes reviewing the highway road alignment, noting the primary focus is to achieve a suitable solution for the new intersection.*

*The RMS has indicated that the NSW Government is committed to delivering the Princes Highway/South Batemans Bay Link Road intersection project and to improve the poor accident record of this section of highway.*

#### **2.1.1.2 B-double access to Eurobodalla with coupling/uncoupling stations**

There is currently no 26m B-double access to Eurobodalla either via the Princes or Kings Highways.

This should be addressed as a matter of priority to overcome the current adverse impacts on our economy, business investment, employment, existing business enterprises (eg agriculture) and the basic cost of living.

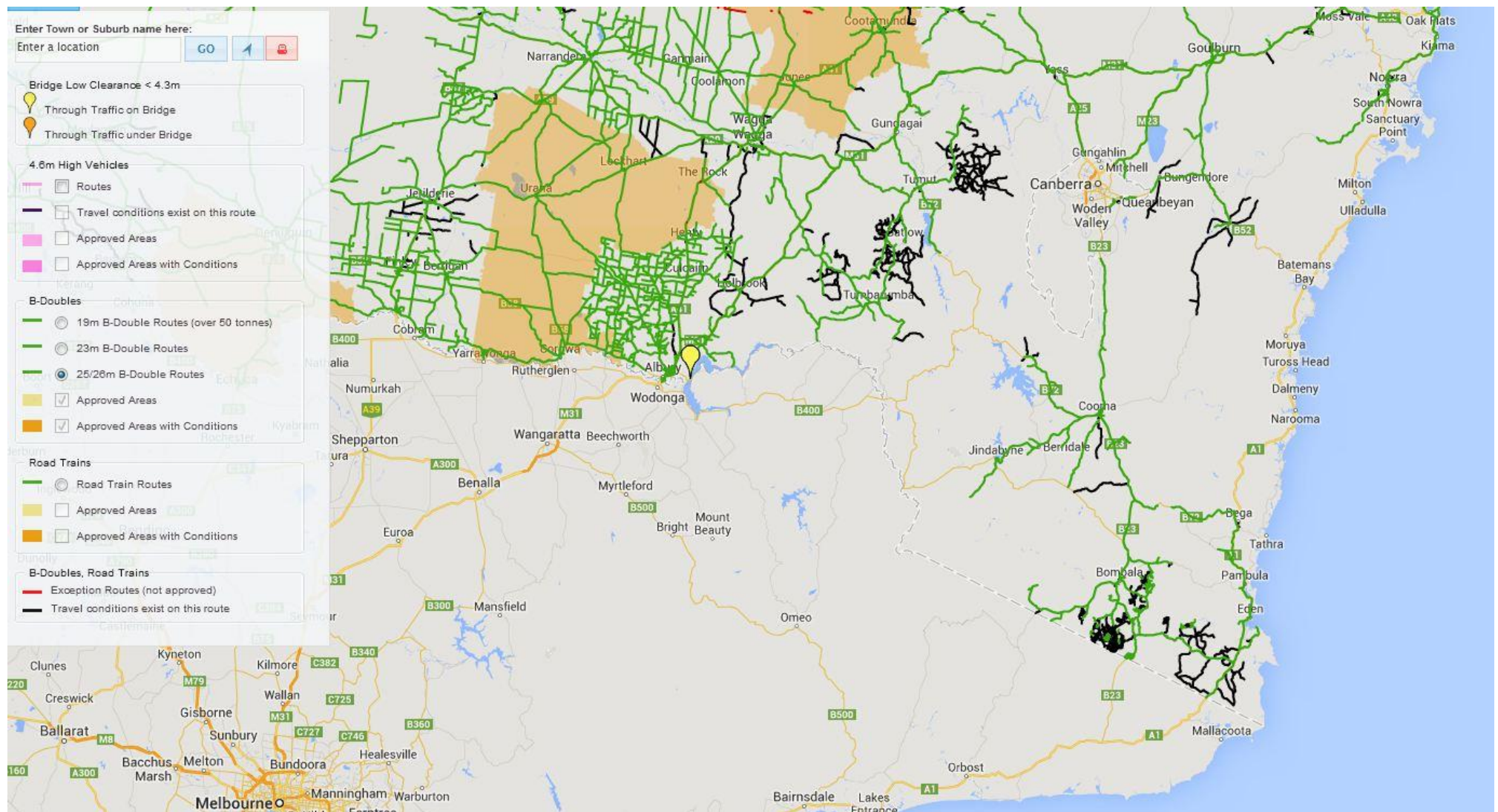
We urge the NSW Government to:

- a. extend the currently Gazetted Class 2B-double route south from BTU Road in South Nowra to Batemans Bay, Moruya, Bodalla, Dalmeny and Narooma commercial and industrial precincts
- b. undertake necessary works from Nowra to Narooma on select bridges, road alignments and overtaking lanes to accommodate Class 2B-doubles
- c. provide suitable combined truck rest stops and coupling/uncoupling areas at Batemans Bay, Moruya and Narooma. The RMS should assess the suitability of the truck rest area at Waldrons Swamp at North Moruya for this purpose
- d. fund the assessment of existing industrial and commercial precincts within Eurobodalla for suitability of Class 2B-doubles.

Extending the B-double access along the Princes Highway will have significant positive regional impacts and has the support of South East Australian Transport Strategy Inc (SEATS) together with Eurobodalla Shire and Shoalhaven City Councils. Longer term Class 2B-double access must be extended along the entire length of the Princes Highway through to Bega and Eden Port.

*Council has advocated to Government to fund the necessary works to address this key transport issue, both directly and via SEATS.*

*The RMS has advised that they are currently preparing a new Princes Highway Corridor Strategy which is expected to be available for comment in early 2015-16.*



Extract from the RMS website showing the lack of efficient 26m B-double transport access to the region on the Princes and Kings Highways

### 2.1.1.3 Princes Highway/Kings Highway intersection upgrade

The current intersection arrangement restricts the movement of vehicles from the Kings Highway onto the Princes Highway. This causes significant unnecessary delays, increasing driver frustration and leading to long queues in shoulder and peak periods.

In the interim, this can be readily improved by linemarking two right turn lanes out of the Kings Highway (as shown on the aerial photo below). This can be achieved immediately.

In the medium term, further improvements would be required on the Princes Highway south of the roundabout to increase the length of merge lane, and to provide a separate left turn arrangement from the Kings Highway onto the Princes Highway.



Proposed intersection upgrade - two lanes entering the roundabout from the Kings Highway – one lane right turn only and the other lane right turn, left turn and straight ahead

*This proposed has been submitted to the RMS for review as an interim measure. Council continues to promote this opportunity to reduce delays on the Kings Highway.*

*The Hon Andrew Constance MP has indicated that longer term solutions to improve this intersection will be investigated as part of the future duplication of the Batemans Bay bridge.*



#### **2.1.1.4 Princes Highway - Dignams Creek realignment**

The NSW Government is to be congratulated for providing \$1.8M to the Roads and Maritime Services (RMS) for the planning for the upgrade of the Princes Highway at Dignams Creek with a view to addressing the poor safety record on this section of the highway.

The new highway should be designed to cater for Class 2B-doubles.

*The RMS is continuing the final planning for this project. Refer to the RMS web-site at:*

<http://www.rms.nsw.gov.au/projects/south-coast/dignams-creek/index.html>

#### **2.1.1.5 Narooma Bridge and approaches**

The northern approach on the bridge over Wagonga Inlet at Narooma causes trucks and buses to cross the incorrect side of the road to get onto the bridge. This is unacceptable and poses a safety hazard to the travelling public and a significant risk to the NSW Government and the Eurobodalla economy.

The bridge structure has already been damaged on a number of occasions after being hit by errant vehicles. It is a known risk. There is no acceptable alternate route if the bridge structure were to be damaged and the highway closed to traffic.

The RMS advise that the existing bridge is unsuitable for higher productivity vehicles [or even concessional mass limit (CML) vehicles], meaning the structure is no longer 'fit for purpose' as a highway bridge.

We call on both the NSW and Australian Governments to fund:

- a. a realignment of the northern approach onto the bridge in the short term; and
- b. either strengthen or replace the existing bridge to accommodate higher productivity vehicles within five years.

We note that the RMS has previously:

- a. secured land on the north side of the bridge
- b. prepared designs for a new northern approach to the bridge.

*The RMS has recently undertaken significant maintenance works on the Narooma bridge.*

*The RMS has advised they are currently preparing a new Princes Highway Corridor Strategy which is expected to be available for comment early in 2015-16.*



Normal semi-trailers regularly crossing the road centre-line to avoid hitting the bridge pylon

#### **2.1.1.6 Princes Highway - Riverside Drive intersection and pedestrian refuge upgrade**

This intersection requires an upgrade by the RMS to:

- a. account for the significant volumes of right turn traffic off the Princes Highway
- b. provide for high numbers of pedestrians and cyclists crossing the highway
- c. address the lack of drainage.

*The need for an improved pedestrian facility was confirmed in the Pedestrian Access Mobility Plan for Narooma flat prepared on behalf of the RMS.*

*Council continues to raise this issue with the RMS to seek funding for solutions to provide improved pedestrian and intersection safety.*



A mother with baby taking the dash across the Princes Highway

#### **2.1.1.7 Princes Highway - South Durras turnoff – intersection upgrade**

We support the calls from the Durras Progress Association for a safety upgrade of the intersection of the Princes Highway and Durras Drive (north of Batemans Bay). This upgrade should address both the left and right turn manoeuvres into/out of the Princes Highway.

*Council has written to our local member Andrew Constance MP seeking the NSW Government's support for the upgrade of the intersection. This was subsequently addressed to the Hon Duncan Gay Minister for Roads, Marine and Freight. Advice was received that the RMS would investigate the issue.*

*Council continues to work with the Durras community to advocate for this important upgrade.*

### 2.1.2 Kings Highway

The Kings Highway is the lifeblood of our Shire. It provides the key east-west link to/from our region to Canberra, Queanbeyan, Goulburn and the Hume Highway to Sydney as well as other interstate and regional linkages.

The Kings Highway is vital to our economic and social well-being, yet it has an appalling road safety record (much higher accident rates than the Princes Highway). The highway is not available to higher productivity vehicles despite transport operators wishing to utilise it for this purpose (eg from Goulburn logistics centre to the coast).

The *NSW Government is therefore to be congratulated on the \$20M road safety package* currently underway. We also applaud the NSW Government's inclusive approach to overseeing expenditure of these funds through the Kings Highway Road Safety Alliance, a partnership between the RMS, Eurobodalla and Palerang Shire Councils and the Centre for Road Safety.

We urge the NSW Government to utilise these funds and to release further funding to see this highway upgraded to ensure a planned and progressive upgrade of the highway.

This is a readily achievable outcome that will boost the regional economy and take advantage of regional and international trade and tourism opportunities.

The following priorities should be delivered:

1. Nelligen East (design and project planning underway, stage one to be funded from the Kings Highway Road Safety Improvement Program)
2. West of Clyde Mountain to Mongarlowe River (design and project planning underway, stage one to be part funded from the Kings Highway Road Safety Improvement Program)
3. Mongarlowe River to Northangera Creek (design underway)
4. West of Northangera Creek
5. Bosleys Culvert
6. Old Bolaro Road
7. Allards Lane
8. Misty Mountain Road (including overtaking lane)
9. Braidwood (west and east of township)
10. Lyons Road
11. Black Flat Road
12. Western Distributor Road
13. East of Government Bend

*The Kings Highway Road Safety Alliance has worked collaboratively to develop solutions for the Kings Highway upgrades. The Alliance has been aided by the local knowledge and delivery expertise of both Eurobodalla and Palerang Shire Councils.*

*The NSW Government increased the funding under the Kings Highway Road Safety Program from \$20M to \$25M. Further information can be found at:*

<http://www.rms.nsw.gov.au/projects/south-coast/kings-highway/kings-highway-safety-review/index.html>



### **2.1.2.1 East Nelligen realignment and heavy vehicle inspection station**

The township of Nelligen and nearby farming areas depend heavily on the Kings Highway for daily business, school, recreational and social activities in the regional centre of Batemans Bay.

The section of highway immediately east of Nelligen has seen multiple fatalities, causing significant social impacts on local and visiting families.

This project will involve the reconstruction and realignment of approximately 2km of the Kings Highway east of Nelligen.

The proposed design removes 10 sub-standard curves and narrow lanes. These will be replaced with a 100km/hr horizontal alignment, 3.5m wide lanes and sealed shoulders, providing a much safer driver environment. The new road also makes it substantially safer for workers maintaining the road.

Stage one of the works will be funded as part of the current Kings Highway Road Safety Improvement Program at a preliminary estimate of cost of \$6M. Stage one will include a new safe heavy vehicle inspection and Police enforcement bay.

Stage two will be estimated to cost \$5M in (2014-15 dollars).

*The RMS has approved works to commence on East Nelligen Stage One. Construction is being undertaken by Eurobodalla Shire Council on behalf of the RMS and is anticipated to commence mid-July 2015 and be completed in late 2016.*

### **2.1.2.2 River Road to Northangera Creek realignment and overtaking lane**

The first stage of this project will involve the reconstruction and realignment of a 4.9km length of the Kings Highway from River Forest Road to Mongarlow River at an estimate cost of \$12M. It will include a west bound overtaking lane and intersection treatment at River Forest Road. These works will permit transport efficiency gains through increasing the speed limit from 90km/hr to 100km/hr. This work will be part funded by the existing Kings Highway Road Safety Improvement Program.

The second stage of this project will involve the reconstruction and realignment of a 2.7km length of the Kings Highway from Mongarlow River to Northangera Creek. This will include a westbound overtaking lane and lengthen the existing eastbound overtaking lane.

*The RMS has approved works to commence. Construction is being undertaken by Palerang Shire Council on behalf of the RMS and is expected to commence in 2015-16.*

### **2.1.2.3 Future realignment projects (adopted by SEATS as regional priorities)**

We urge the NSW Government to provide:

- a. a further \$1M per annum from 2015-16 over the next four years to provide the planning, design and pre-planning activities for future works on the Kings Highway
- b. a further \$50M to advance the highest priorities identified within this submission with works commencing from 2017/18.

The following priority upgrade projects within the Batemans Bay to Braidwood section of the Kings Highway have been supported by the South East Australian Transport Strategy Inc (SEATS) as regional priority projects.

1. Nelligen East (Stage One approved to commence construction funded from the Kings Highway Road Safety Improvement Program)
2. West of Clyde Mountain to Mongarlowe River (approved to commence construction funded from the Kings Highway Road Safety Improvement Program)
3. Mongarlowe River to Northangera Creek (design underway)
4. West of Northangera Creek
5. Bosleys Culvert
6. Old Bolaro Road
7. Allards Lane
8. Misty Mountain Road (including overtaking lane)
9. Braidwood (west and east of township)
10. Lyons Road
11. Black Flat Road
12. Western Distributor Road
13. East of Government Bend

We strongly urge the NSW Government to provide a rolling program of funding to permit finalisation of the necessary design and pre-project activities (eg land acquisition, environmental reviews) from 2015-16 onwards. This is essential to avoid future costs which will otherwise arise due to current subdivision and development of rural lands along the Kings Highway, particularly between Nelligen and Black Flat. There are also significant opportunities to integrate projects to significantly reduce capital costs, and work with Forestry NSW to optimise outcomes.

*More recently, Council has advocated to Andrew Constance MP Minister for Transport & Infrastructure and Gareth Ward MP Parliamentary Secretary for the Illawarra and South Coast seeking NSW Government to support future planning for works on the Kings Highway.*

*Council continue to be engage with the Hon Duncan Gay MLC Minister for Roads, Marine and Freight to advocate for further upgrades to the Kings Highway.*

*Council has also sought support from Hon Dr Peter Hendy MP Eden-Monaro and Mike Kelly Labour candidate for the upcoming Federal election.*

#### 2.1.2.4 Kings Highway B-double access

There are few impediments to B-double access along the Kings Highway. Goods and exports go to/from our Shire via this key east west link (eg from Goulburn logistics centre). There is now the potential to export direct to international markets from Canberra Airport.

Class 2B-double access already exists on the Kings Highway through to Braidwood.

We urge the NSW Government to undertake the necessary pre-planning and design work to facilitate upgrades to the highway to facilitate B-double access along the highway in the medium term. These include:

- a. Replacement of the Clyde River Bridge at Nelligen which has been identified as being in poor condition
- b. upgrades to Nelligen Creek Bridge
- c. assessing the need to upgrade bridge structures east of Braidwood
- d. construction of a short viaduct at the top of the Clyde Mountain (this would also address existing safety hazard of trucks crossing to the wrong side of the highway on a bend and the regular damage to guardrail at this location caused when trucks attempt to stay within the westbound lane. It would also reduce the high incidents of accidents at this location by easing the curves and increasing lane width).

Eurobodalla remains one of the few in the State without any access for 26m B-double transport vehicles. This places Eurobodalla in a 'black hole' when potential business investors look to establish business ventures.

It also results in higher than average prices for commodities such as food, fuel and the like, believed to be some of the highest in coastal NSW. This situation combined with our high aged population means the cost of these weekly basics are causing unnecessary strain on local families.

Council seeks a significant contribution from the Australian Government for continued upgrades to the Kings Highway.

*More recently, Council has advocated to Andrew Constance MP Minister for Transport & Infrastructure and Gareth Ward MP Parliamentary Secretary for the Illawarra and South Coast seeking NSW Government to support future planning for works on the Kings Highway.*

*Council will continue to engage with the Hon Duncan Gay MLC Minister for Roads, Marine and Freight to advocate for further upgrades to the Kings Highway.*

*Council has also sought support from Hon Dr Peter Hendy MP Eden-Monaro and Mike Kelly Labour candidate for the upcoming Federal election.*

*The RMS is currently reviewing options for the repair or replacement of the Clyde River bridge at Nelligen. These options include allowance for higher productivity vehicles. Council assisted the RMS through participation in the preliminary assessment of options in May 2015. The decision on the proposed solution is a matter for the NSW Government.*



Normal semi-trailer crossing the centre-line on the Clyde Mountain to avoid hitting the guardrail at a high accident site – a short viaduct will provide a solution

## **2.2 NSW Government Marine Infrastructure**

*Council made detailed submissions to the Far South Coast Regional Boating Plan prior to its development. Many of the elements of Council's submission have been incorporated into the plan.*

<http://maritimemanagement.transport.nsw.gov.au/projects/regional-boating-plans/index.html>

### **2.2.1 Batemans Bay Marina Development**

Batemans Bay Marina development has been in hiatus and has now recommenced with earnest. Incentives should be provided to aid in the development of this facility for the broader economic and employment benefits of the region.

The prime incentive to aid market driven investment in the Marina is to deepen and then maintain the Batemans Bay sand bar.

The marina facility should incorporate increased wet berths as well as dry storage facilities. High end accommodation and/or residential waterfront apartments and restaurant/café space should be included to activate the marina space. The Local Environment Plan permits this type of development.

The NSW Government should also give consideration to low interest finance arrangements subject to agreement by the Marina lessee to an accelerated delivery program. This could be achieved through renegotiated lease arrangements, linked to maintenance dredging of the Batemans Bay sand bar.

Properly developed, the Batemans Bay Marina, with certainty of the level of passage across the bar, would provide boating facilities for the longer term and complement other local boating facilities within the region.

A progressive marina development will provide a trigger for confident investment in other development activities within the Shire and region.

The whole of the Marina should be fully delivered within a five year timeframe.

*Refer to Batemans Bay Sand Bar under 2.2.3 below.*

### **2.2.2 Batemans Bay – Clyde River Wharf Facility**

The potential users of this facility include houseboats, yachts, the oyster industry, tourism and commercial operators using the Clyde River, all of whom contribute income to the NSW Government.

Once constructed, the NSW Government could potentially lease this wharf facility to private enterprise to enable maintenance of the facility under a user pays system. The NSW Government currently owns marine infrastructure within the Bay, for example the T-wharf on Clyde Street, rockwalls and the Batemans Bay Marina. The arrangement for the proposed commercial wharf is a natural fit with the NSW Government's other commercially focussed infrastructure.

This proposal has major economic benefit to the NSW Government as it allows the international export license for oysters in the Clyde River to proceed. Austrade is already working closely with the Australian Oyster Coast on advancing export proposals into Asia, including Singapore and China.

Council strongly supports the provision for this NSW Government owned wharf facility for use by commercial operators using the Clyde River estuary.

Council is already contributing by investing heavily in improving sewage infrastructure to mitigate risk of interruption to the oyster industry within the Clyde River. This is a major investment by Council and the ratepayers of the Shire, and we ask the NSW Government to provide the necessary wharfing and sewer pump out facilities.

Placement of commercial facilities on the west side of the Clyde River Bridge also reduces demand on the need to lift the Clyde River Bridge. This is critical as the lifting of the bridge is a prime cause of traffic congestion and delays on the Princes and Kings Highways. Such delays to transport and tourism traffic is having a detrimental impact on business, tourism, economic development and employment.

*Council made a detailed submission to the NSW Government's Far South Coast Regional Boating Plan. The NSW Government has since made funding available to establish a sewer pump out facility on a private jetty. The facility will be operated and maintained by that private party.*

*Council is working with the private party and the NSW Government to facilitate connection to Council's sewerage system.*

*Provision of the sewer pump out facility is a major step forward.*

### **2.2.3 Batemans Bay Sandbar**

The NSW Government has undertaken good work recently, but this needs to be enhanced and a commitment to maintain the channel on an ongoing basis.

The NSW Government should provide a fully funded ongoing dredging program for the bar to give investors greater certainty. Partial funding is available through the current lessee of the Marina and could be built into a renegotiated lease arrangement to provide certainty for all parties.

A deepened and certain sand bar would also allow Batemans Bay to be linked into the coastal boating/yachting trail from Sydney to Eden and beyond, providing economic benefits both locally and along the NSW coastline.

*Council has worked in partnership with the Marina operator to successfully pursue grant funding for deepening of the Batemans Bay Sand Bar.*

*Council also lodged a detailed submission to the NSW Government's Far South Coast Regional Boating Plan. Additional grant funds have been available by the NSW Government for the dredging work to occur.*

*This project is a NSW Government responsibility. Council will continue to work with the NSW Government to facilitate the necessary approvals (including identifying sites for the deposition of sand).*

#### **2.2.4 Batemans Bay Deep Water Marina**

A deep water marina at Corrigans is proposed with associated marine industry, tourism and residential development.

It is proposed to create a harbour via extension of the existing break wall and a break wall constructed from Observation Point. Dredged material from within the proposed marina area is proposed to be used to reclaim land to provide additional development area. Key issues have been identified to be considered in progressing the proposal.

A high level strategic assessment of the proposal will be undertaken as part of the Batemans Bay Regional Waterways Infrastructure Plan which has been jointly funded by the NSW Government and Council. Royal Haskoning DHV has been appointed to deliver the project.

The Deep Water Marina proposal will be advanced via a Community Committee and subsequently reported to Council for endorsement.

*Council assisted the Community Committee to write to the Infrastructure NSW seeking funding to develop the proposal further. Infrastructure NSW has advised that there is currently no funding available for this project.*

#### **2.2.5 Dredging – Narooma and Tuross Head**

We urge the NSW Government to introduce a regular NSW Government funded maintenance dredging program on the Wagonga Inlet and Tuross Lake systems.

A significant portion of the Eurobodalla's economy is built around tourism. Visitors come to the area seeking ready access to the beautiful lakes and rivers that make up our shire.

Similarly, many residents are attracted to live and work in the area because of the natural assets the Eurobodalla offers. Therefore, improvement to boating facilities will benefit the whole community, employment and the economy.

Income generated through boating and fishing activity goes directly to the NSW Government.

##### **2.2.5.1 Narooma**

On behalf of the NSW Government, Council undertook maintenance dredging upstream of Wagonga Inlet approximately ten years ago to facilitate the passage of boats. Council is receiving advice from boat users that this dredging of ocean sand is again required.

The NSW Government could also consider researching these phenomena, perhaps working with relevant universities, and consider dredging sand to low lying lands over coming decades to allow adaptation of the area to account for future sea level rise.

*Council advocated to the NSW Government via its submission to the Far South Coast Regional Boating Plan.*

#### **2.2.5.2 Tuross Head**

The NSW Government made the Tuross Lake estuary a recreational fishing haven in the mid-2000s. Since then the lake system has become well renowned for its exceptional fishing, attracting investment and bringing visitors from far and wide.

The Tuross estuary has two boat ramps giving access to the lake and the river. The main ramp is located off Nelson Parade within the township, whilst the second ramp is located upstream of the lake, off the Princes Highway at Tuross River Bridge. The latter is a lower key facility and is insufficient to fully service Tuross Lake.

During the drought period extending through the 1990s and up to 2010, sand built up within the lake entrance and near the main ramp. Minor dredging works have been required since 2009.

A study was undertaken of the options available to access the lake. It was concluded it would be far more economical for the NSW Government to regularly dredge the existing ramp than to invest the multiple millions of dollars in a new facility elsewhere on the lake system.

*Council undertook maintenance dredging in 2013.*

*Council has since secured \$20,000 in grant funds from the NSW Government for further maintenance dredging at the existing boat ramp off Nelson Parade. This work is currently scheduled to occur in 2015-16 with matching funding being provided by Council.*

*Council advocated through its submission to the NSW Government's Far South Coast Regional Boating Plan. Council believes the NSW Government should fully fund maintenance dredging utilising income derived from water based commercial and recreational activities through their existing revenue streams. The NSW Government is currently offering a 50/50 funding arrangement.*



### 3 Transport Infrastructure and Services

#### 3.1 Moruya Regional Airport

Moruya Regional Airport is a key regional access point and seen as a driver for economic growth in the region. Its redevelopment will provide sustained economic growth through the various construction phases and in an ongoing manner through jobs and commercial operations expansion opportunities.

It provides an important transport option for business, tourism, private air travel government, medical and emergency and other services.

The Moruya Regional Airport Redevelopment aligns with the goals and strategies of the Far South Coast Regional Development Australia (FSC RDA) Strategic Regional Plan, and to the following Goals and Priorities of the Plan:

All five RDA Far South Coast's regional plan priorities are addressed by this project:

1. Broaden our economic base: By creating opportunities for employment and industry/business development at the Airport.
2. Build infrastructure capacity: The Airport being one of the region's key transport infrastructure assets and future potential as a major regional hub.
3. Preserve and nurture our natural environment: To protect this unique natural environment, the development will show best practice by optimizing collocation of natural and built environment.
4. Improve our quality of life: By ensuring long-term provision of travelling medical specialists and opening the potential for better tourism and recreation services in the precinct for the community and visitors.
5. Engage our community: First and foremost by strengthening important air services for the community, improving airport facilities and creating opportunities for local jobs and local businesses.

The RDA FSC Strategic Plan 2012-2017 acknowledges the importance of regional airports emphasizing that the professional services made available to the community are irreplaceable. These include legal and various medical specialist consultants such as oncologists and pediatricians.

The NSW Regional Action Plan aims to deliver a region which is economically diverse, attracts and supports key growth sectors and provides sustainable employment options as well as offering an integrated transport system for both passenger and freight services. It specifically recognizes the importance of regional airports as key enablers of business growth.

The upgrade of Moruya Regional Airport is supported by the South East Australian Transport Strategy Inc (SEATS) as a priority project.

We seek assistance from the NSW and Australian Government to further develop this project.

*Council has developed:*

- *a new Moruya Regional Airport Operations Plan (2014)*
- *a new Moruya Regional Airport Master Plan (adopted by Council on 26 May 2015)*
- *a business case supporting the Moruya Regional Airport Master Plan (adopted by Council on 9 June 2015).*

*The Master Plan will transform Moruya Regional Airport into an active aviation precinct through a range of moderate, sensible staged developments that will include:*

- Stage One:      Delivery of additional commercial and tourism facilities next to existing developments on the eastern side of the runway*
- Stage Two:      Bringing critical infrastructure to the western side of the precinct*
- Stage Three:    Development of 14.7 hectares of prime commercial land including a residential Airpark and Aviation Tourism precinct*
- Stage Four:      Relocation and upgrading of Airport Terminal, apron and carpark*

*The infrastructure in the early stages includes the extension of the water and sewer pipeline with connection to the airport precinct, road access to the western side of the runway, making the development site NBN ready and connecting power to the development areas.*

*The larger project involves the development of the aerodrome precinct to grow the capability of the airport to service the community and provide complementary commercial, residential and tourism opportunities whilst maintaining the integrity of the unique environment. The exact specification of Stage Three would depend on market testing.*

*The total project estimate is \$19.7M. The regional benefits from the overall development are estimated to be \$20.5M per annum in increased household income.*

*Council applied for funding under Round 1 of the Australian Government's National Stronger Regions Funds and whilst unsuccessful received positive feedback on its application. An enhanced application will be submitted under Round 2 in July 2015. Support for the application under Round 2 will again be sought from our local member Dr Peter Hendy MP.*

*Council is also seeking funding under the recently expanded NSW Government's Regional Tourism Infrastructure Fund. Council was one of 24 applicants that have been shortlisted for the final round of funding. The NSW Government noted that the shortlisted projects had the greatest potential to make an economic impact and stimulate growth across NSW. Council will make further submissions to the NSW Government by the 31 August, 2015 deadline.*

*Council has also provided \$270,000 in its 2015-16 budget toward the initial stages of implementing the master plan.*



Moruya Regional Airport – situated of the beautiful Eurobodalla Coast

### 3.2 Local and Regional Roads

The current NSW and Australian Governments are to be congratulated for recognising the key role infrastructure plays in driving economic growth and prosperity.

We urge the NSW Government to work with LGNSW to negotiate for a better funding model for Local Government for local and regional roads. Road funding in NSW to sustain the existing network is currently under-funded by about \$600M per annum [source IPWEA (NSW) Roads & Transport Directorate Road Asset Benchmarking Project 2012 – Road Management Report – April 2013].

The 2014 NSW Roads Congress (a partnership between LGNSW & IPWEA NSW) worked through the current funding dilemma and issued a congress communique. This communique has since been adopted by Eurobodalla Shire Council, the NSW Country Mayors Association and the South East Australian Transport Strategy Inc (SEATS).

The communique lays out a strategy for working with all levels of government and ALGA to provide a better outcome (Appendix A).

We urge the NSW Government to support the Congress Communique outcomes.

We seek NSW Government funding to support major projects as outlined below including:

- Road & bridge upgrades (as outlined below)
- Pathways (seeking \$0.3M per annum over five years matched by Council on a dollar for dollar basis)
- Bus facilities (seeking \$0.4M)
- Traffic and road safety improvements including intersection upgrades
  - Traffic signals Perry/North Street (\$0.4M)
  - Beach Road/Hanging Rock junction upgrade (\$2M)
  - Beach Road/Pacific Street junction upgrade with refuge (\$1M)

*Significant progress has been made in advocacy through the NSW Roads & Transport Directorate, LGNSW and ALGA on an industry wide basis with the following support from the NSW & Australian Governments:*

- *\$42.5 million from the NSW Government through the Fixing Country Roads Programme for roads in regional NSW*
- *\$25.8 million from the Australian Government for 29 projects through the Bridges Renewal Programme and \$119.6 million for 27 projects under the Heavy Vehicle Safety and Productivity Programme*
- *\$53.5 million from the Australian Government under the Black Spot Programme in 2015-16*
- *An extra one-off allocation of \$350 million from the Australian Government for Councils across Australia in 2015-16 under the Roads to Recovery Programme.*

*The 2015 NSW Roads Congress was held at NSW Parliament on 1 June 2015. The presentations and Congress Communique are available at:*

<http://www.ipwea.org/RoadsTransportDirectorate/AboutRD/Congress/>

### **3.2.1 South Batemans Bay Link Road**

The NSW Government is to be congratulated for funding \$10M towards the proposed South Batemans Bay Link Road between the Princes Highway and George Bass Drive.

These works are supported by the Northern Area of Eurobodalla Shire Traffic Study 2011.

Council has completed stage one of the Link Road as well as major clearing through to near the highway.

Council has commenced discussion with the Roads and Maritime Services to further plan for the project and anticipates works will commence late in the 2014-15 financial year.

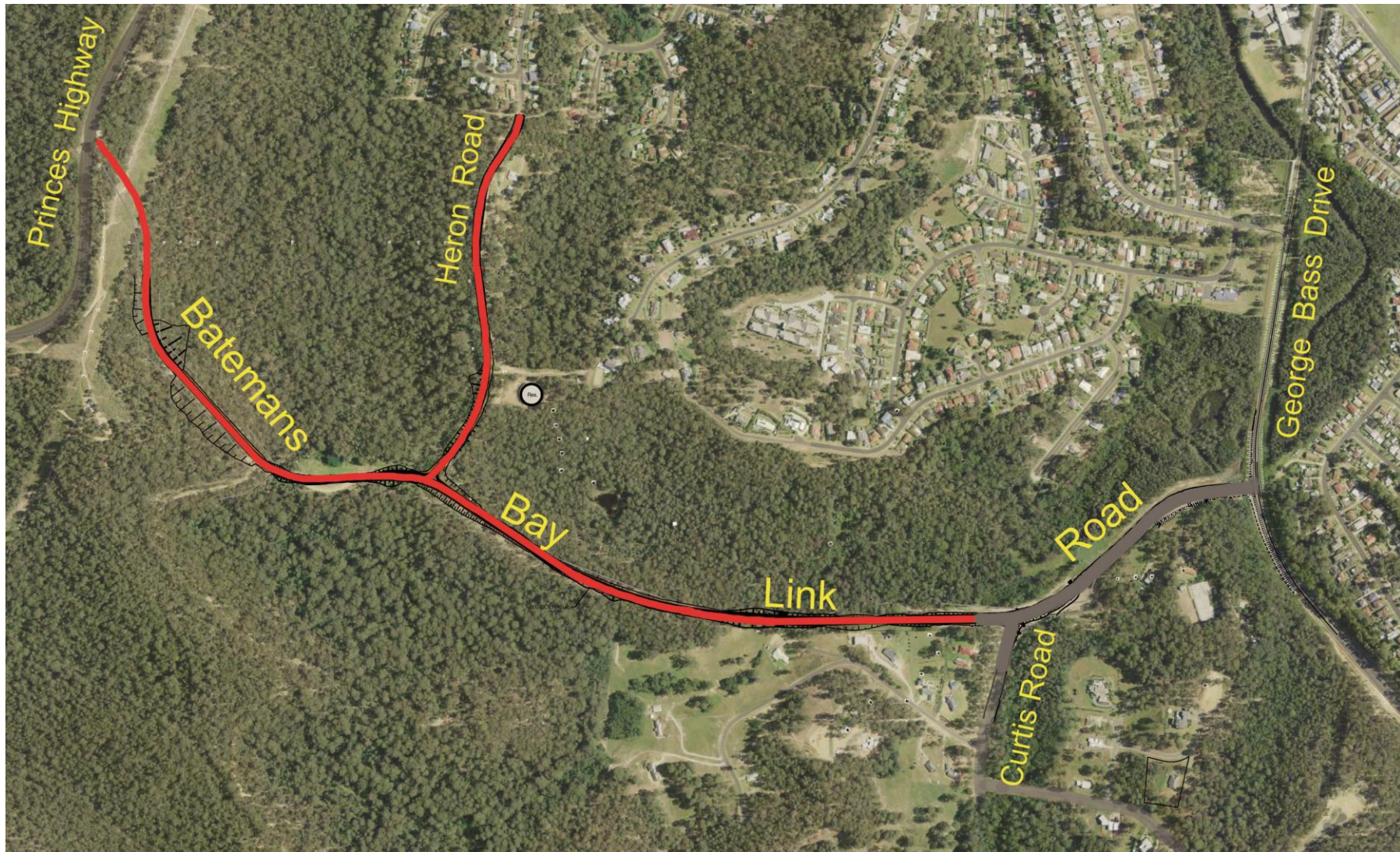
The link to the project is as follows:

[http://www.esc.nsw.gov.au/inside-council/project-and-exhibitions/major-projects- and works/the-south-batemans-bay-link-road-project](http://www.esc.nsw.gov.au/inside-council/project-and-exhibitions/major-projects-and-works/the-south-batemans-bay-link-road-project)

*The NSW Roads & Maritime Services has invited Eurobodalla Shire Council to form an Alliance to:*

- *oversee the construction of the Link Road, with \$9.5M in NSW Government funding*
- *utilise \$0.5M to pursue a solution to the Princes Highway/South Batemans Bay Link Road intersection and highway alignment. The Alliance is working pro-actively to develop a solution and pursue funding for this intersection upgrade with the RMS having carriage of this component of the project.*





South Batemans Bay Link Road – opening up access to Surf Beach employment lands

### 3.2.2 Bridges

Council has 36 timber bridges and 20 concrete and other bridges as well as numerous major culvert structures. Council has been pro-actively replacing high risk structures over the last decade through loan funding support by Council's infrastructure fund.

Council is currently pursuing Australian and NSW Government funding for:

- |   |           |
|---|-----------|
| • Replacement of Candlagan Bridge   | \$2.5M    |
| • Strengthening Tomaga River Bridge and safety improvements   | \$0.41M   |
| • Analysis of bridges on regional roads   | \$150,000 |
| • Analysis of structures in Eurobodalla valley  | \$75,000  |
| • Assessment of access into CBDs and industrial precinct for B-doubles and higher mass limit vehicles | \$50,000  |

Once these assessments are complete, it is anticipated that more substantial funding will be required to address the concerns identified.

The cost estimates to rebuild the following bridges to concrete HML standard are as follows:

- |                              |         |
|------------------------------|---------|
| • Tyrone Bridge ( 9 spans)   | \$2.95M |
| • Silo Farm Bridge (8 spans) | \$2.75M |
| • Crapps Bridge (3 spans)    | \$1.15M |

*For Candlagan bridge, Council successfully secured \$1.097M from the Australian government under the Bridges Renewal Program, and \$1.125M under the NSW Government's Fixing our Country Roads Program. Tenders have been called and reported to Council on 24 June, 2015. Construction of a new bridge will be undertaken during 2015-16.*

*For bridge testing, Council successfully secured a further \$225,000 in funds under the NSW Government's Fixing our Country Roads Program for testing of bridges on the regional road network and within the Tuross River (Eurobodalla) valley. Tender have been called and reported to Council on 24 June, 2015. This testing will be undertaken during 2015-16. Council has also formed a close working relationship with farmers impacted by floodwaters in the Tuross River valley, Bega Cheese, Murray Goulburn and transport companies to assist in advocacy.*

*Council is also utilising the extra 2015-16 Roads to Recovery allocation to replace the Mogendoura bridge which is in poor condition.*





Candlagan Bridge Broulee – deteriorated and in need of replacement

### 3.2.3 Traffic and Road Safety Infrastructure

Council will be seeking support from the NSW Government on a 50/50 funding basis for the following road improvement projects in the short term:

- Provision of traffic signals – North Street/Perry Street – preliminary estimate \$0.4M (NSW Government contribution \$0.2M)
- Provision of a roundabout - Beach Road/Hanging Rock Place, Batemans Bay – preliminary estimate \$2M (NSW Government contribution - \$1M)
- Provision of a right turn treatment with pedestrian refuge facilities – Beach Road/Pacific Street Batemans Bay – preliminary estimate \$1M (NSW Government contribution \$0.5M)

*For the North Street/Perry Street traffic signals, Council successfully secured \$200,000 in grants in 2014-15 from the NSW Government. Works will be completed by July 2015 with Eurobodalla Shire Council undertaking the civil construction works and the NSW Roads & Maritime Services undertaking the installation of the traffic signals.*

*For the Beach Road/Hanging Rock Place, Batemans Bay intersection upgrade, Council has budgeted for its share of the capital funds over 2015-17. Council is liaising with the NSW Roads & Maritime Service regarding matching grant funding.*

*Council is also preparing a Pedestrian Access Mobility Plan which will confirm the need to better cater for pedestrians at this intersection.*



### 3.2.4 Pathways

Council has already undertaken the strategic work for improving pathways across the Shire (Pathways Strategy 2010). This strategy seeks to address the significant deficiencies in the existing pathway and cycling network needed to service the growing number of pedestrians and cyclists.

With less than one in five urban roads having a formed pathway and an aged demographic, implementation of the pathway strategy is key to moderating demand for vehicular travel and parking, encouraging higher use of commercial bus runs and improving road safety and community health outcomes.

Council relies heavily on the funding from NSW Government to implement this strategy, which would otherwise be beyond our ability to deliver.

The NSW Government has recognised the need to support Council in its endeavours in the Southern Regional Transport Plan. This plan includes the goal of *‘making walking and cycling easier and safer and giving customers choice when travelling within their towns.’*

We urge the NSW Government to adopt a flexible funding program based on the Shire wide pathway strategy undertaken by Council, rather than limiting funding to the regional centre of Batemans Bay.

We seek support for an ongoing funding program of a minimum of \$300,000 per annum from the NSW Government to be matched by Council to provide for pathways across Eurobodalla.

*Council delivered over \$1,190,000 in pathway improvements during 2014-15 to implement the Eurobodalla Pathway Strategy 2010. This includes leveraging grants of \$555,000 from the Australian and NSW Governments. Council also undertook pathway works paid for by developers worth \$35,000.*

*Council has provided \$535,000 in funding for pathways in 2015-16 supported by \$75,000 in grant funding from the NSW Government and \$115,000 from the sale of land in Tuross Head.*



A cyclist enjoying one of our beautiful coastal shared pathways/cycleways

### **3.2.5 Public Transport Facilities**

Council has placed a strong emphasis on increasing the use of public transport and improving the bus facilities that support private bus companies so they can grow their business and reduce demand for upgrades to roads and parking.

Given our ageing demographic and acknowledging that 19% of our community identify themselves as having some form of disability, Council is focussed on ensuring all of our bus facilities meet disability requirements.

In 2013 Council undertook a review to identify the works required to upgrade facilities and submitted a grant application under the Country Passenger Transport Infrastructure Grants Scheme (CPTIGS) to address the shortcomings.

Council is grateful for the support of the NSW Government in providing a grant for stage one of this program of works which will see 57 bus stops upgraded to current requirements by Christmas 2014.

Council seek support from the NSW Government to fund an additional \$0.4M to complete this program of works. This would see all bus stops brought to current disability standards.

These programs are being integrated with pathway and street lighting program to address current gaps (eg pathways to bus stops) so as to encourage maximum use of public transport.

This is consistent with the Southern Region Transport Plan which identifies the challenges as including:

- improving accessibility through a better mix of transport options across regional NSW
- providing convenient, reliable and safe travel by getting the best out of our transport networks through providing better road connections and public transport within and between regional areas
- facilitating access to vital services for an ageing population and people with disabilities.

We urge the NSW Government to extend its current funding programs to cover integrated pathway and street lighting works.

*Council completed \$230,000 of improvement to accessibility across the bus stop network during 2014-15. This was substantially funded under the NSW Government's Country Passenger Transport Infrastructure Program (\$174,850).*

*Council has successfully secured a further \$241,210 under CPTIGS to undertake further improvements to accessibility during 2015-16.*

*This will achieve Council's target to make 90% of all bus facilities accessible compliant by 30 June 2016.*

## 4 Marine Infrastructure

Eurobodalla is the marine playground of a much wider region including the ACT and Sydney. Marine activities form a major part of the \$350M per annum tourism industry. They are also part of the daily life of those who choose to live, work and invest in our region.

The marine infrastructure that supports these activities is therefore crucial to our community. Government income from marine activities goes direct to the NSW Government.

Council has invested considerable funds over the last decade to maintain, renew and upgrade marine infrastructure in collaboration with the NSW Government through its Better Boating Program and Recreation Fishing Trust. Much has been achieved yet there remains a substantial amount of work to do.

Council provided an overall review of marine infrastructure (including NSW Government marine infrastructure issues) in its recent submission to the Regional Boating Plans (Appendix B).

NSW Government only marine infrastructure issues are addressed under Section 2.2 of this submission.



New pontoons at the highly used regional boat ramp at Hanging Rock, Batemans Bay

*Council made a detailed submission to the NSW Government's Far South Coast Regional Boating Plan prior to its development.*

*Council subsequently secured \$718,000 in grant funds from the NSW Government under the Boating Now Program for various works across Eurobodalla. These works will be completed over 2014-17 and include:*

- a. Upgrade to the Apex Park Regional Boating Facility Narooma – currently under construction and scheduled for completion by October 2015*
- b. Upgrade of the Old Punt Road boat ramp, Batemans Bay – currently under construction and scheduled for completion by Christmas 2015*
- c. Upgrading of the ramp and parking at Tomakin – currently under construction and scheduled for completion by the end of 2015-16*
- d. Provision of a sewer pump out facility on the Clyde River, Batemans Bay – funds provided to a private party to provide, operate and maintain, with Council assisting with access to the sewerage system*
- e. Improved boating access to the Clyde River Batemans Bay. Solutions being discussed in consultation with the NSW Government*
- f. Design of new boat ramp and parking South Durras. Designs to be undertaken including consultation with the community during 2015-16.*



## 5 Water and Sewerage Infrastructure

### 5.1 Southern Water Storage

Council has determined that the secure yield of its water supply system can adequately provide for existing customers and moderate growth in the region for several years.

However, the proposed implementation of water sharing plans (NSW Government policy) in the Deua and Tuross River water sources significantly reduces the secure yield and therefore brings forward the need for additional storage. The water sharing plans also significantly reduce the increase in yield provided by constructing additional storages.

As NSW Government policy has brought forward the need for additional water storages and has significantly reduced the benefit provided by additional storage, Council seeks a contribution of \$70M toward the Southern Dam for Eurobodalla to mitigate the burden on local ratepayers.

*Council submitted an application for financial assistance under the Restart NSW Fund's Water Security for Regions Program for the construction of a 3000 megalitre off river storage dam and associated infrastructure (September 2014). The application was unsuccessful, and we are awaiting the next round of funding under the program.*

*Council have allocated \$500,000 in 2015-16 and \$5.5 in 2016-18 to progress the project to being shovel ready, including completion of detailed designs, land purchase and approvals.*

*Council will continue to seek support from both the Australian and NSW Governments to advance the proposed new Southern Dam.*

### 5.2 Rosedale/Guerilla Bay sewerage scheme

Council has commenced the detailed design for a sewerage scheme to service the villages of Rosedale and Guerilla Bay.

Council has secured and appreciates the funding already offered under the NSW Government's Country Towns Water Supply and Sewerage Program (approximately \$2.5M). This funding is approximately 50% of the estimated \$5M required for construction. Construction is anticipated to commence in 2015 and expected to be completed by the end of 2016.

Council seeks additional funding from the NSW Government to increase its contribution to 100% (approximately an additional \$2.5M) to mitigate the burden on local ratepayers of providing a new sewer scheme to an existing village to meet current NSW Government requirements.

Council and its ratepayers will be required to fund the ongoing maintenance and renewal of the scheme which of itself will be a significant commitment.

*Tenders have been called for the construction of a sewage pumping station at Rosedale that will service the existing Rosedale village and future urban developments in the area, and for the construction of a balance tank at the Tomakin sewage treatment plant that is required to enable the plant to accommodate the additional load from Rosedale and Guerilla Bay. Works are anticipated to commence in 2015-16.*

*Council has also received Ministerial approval to call tenders for the construction of pressure sewerage schemes at Rosedale and Guerilla Bay and will advertise tenders during June / July 2015. The NSW Government has committed funding under the NSW Country Towns Water Supply and Sewerage Program to assist Council in providing these essential services. Council has allocated \$7M in 2015-2017 to construct the scheme.*

### **5.3 Bodalla sewerage scheme**

Council has commenced the detailed design for a sewerage scheme to service the village of Bodalla.

Council has secured and appreciates the funding already offered under the NSW Government's Country Towns Water Supply and Sewerage Program (maximum \$0.9M) and from the NSW Department of Aboriginal Affairs (\$1.2M) for the project. This funding is approximately 26% of the estimated \$8M required for construction.

Council has written to the NSW Minister for Regional Infrastructure Services seeking 50% funding (an additional \$1.9M). Construction is anticipated to commence by late 2015 and expected to be completed by late 2017.

Council's preferred position is to seek funding from the NSW Government to increase its contribution to 100% (approximately an additional \$5.9M) to mitigate the burden on local ratepayers of providing a new sewer scheme to an existing village to meet current NSW Government requirements.

Council and its ratepayers will be required to fund the ongoing maintenance and renewal of the scheme which of itself will be a significant commitment.

*Council have completed concept designs for a pressure sewerage scheme and sewage treatment plant at Bodalla, and are presently progressing the detailed designs. It is anticipated that designs will be completed by the end of 2015. Council has allocated \$8M in 2016-2018 to construct the scheme. The NSW Government has committed \$0.9M under the Country Towns Water Supply and Sewerage Program and Council has received \$2.1M from the NSW Department of Aboriginal Affairs.*

## 6 Regional Recreation Infrastructure

Council worked with the community to develop the Eurobodalla Recreation Strategy 2010. This study identified the need for upgrades to existing recreation infrastructure for both organised sport and other recreation activities. Council continues to invest and pursue government support to achieve the outcomes sought by the community.

### 6.1 Hanging Rock Regional Sporting Complex, Batemans Bay

Council has identified Hanging Rock as a regional sporting complex.

Users of the facilities have already formed close ties with the ACT and peak sporting groups (eg ACT Brumbies, Greater Western Sydney AFL, NSW Cricket) with significant potential to grow and support sport and reciprocal economic activity through training and use of facilities within Batemans Bay and via increased off-peak visitation.

Council has worked with users, peak sporting bodies and government to progressively upgrade facilities at Hanging Rock over the last decade including:

- a. new central amenities and club room
- b. provision of underground irrigation, provision of recycled water and lighting improvements to the AFL/cricket, rugby union and soccer fields
- c. reconstruction and expansion of the playing surface on the AFL/cricket field and main soccer field
- d. expansion of the rugby field.

Additional works are still required including:

- i. reconstruction and reshaping of the rugby/cricket field
- ii. reconstruction and reshaping of the soccer field
- iii. upgrade to the central roadway and parking
- iv. provision of grandstand and seating facilities
- v. provision of fencing to the main AFL/cricket field.

Council seeks the NSW Government's support to fund \$1.5M for these capital works with Council to be responsible for the ongoing whole of life costs.

*Council has budgeted for the following works in 2015-16:*

- a. *reconstruction and reshaping of the rugby/cricket field*
- b. *provision of fencing to the main AFL/cricket field. Council is liaising with NSW ACT AFL and cricket NSW regarding a shared funding arrangement for these works.*

*Council has also budgeted for the upgrade of the:*

- i. *Beach Road/Hanging Rock Place intersection upgrade over 2015-17*
- ii. *central roadway in 2016-17 and car park upgrades in 2017-18*

*Council will continue advocate for grant funding from the NSW & Australian Governments.*



## 6.2 Mackay Park Sporting and Events Precinct, Batemans Bay

Mackay Park sporting and event precinct services the sports of rugby league, cricket and touch football. The precinct also provides a regional centre for major outdoor events such as the camping and caravan show.

Mackay Park is ideally situated on the Princes Highway (Vesper Street) with easy vehicular and pedestrian access via the existing traffic lights at Beach Road.

Fully developed this precinct has the potential to attract major outdoor events boosting the economy particularly during non-peak periods.

Council has already invested in this facility, most recently upgraded the parking and disabled access to the club rooms and amenities. Council has allocated further funding in 2014-15 to upgrade the lighting, finalise the surfacing to the new carpark and undertake improvements to the main amenities area. Further works required include:

- a. expansion of the play area to accommodate two full size fields
- b. reshaping and upgrading playing surfaces
- c. expansion of event parking (this will also act as overflow parking to the Batemans Bay commercial precinct in peak tourist periods).

Council seeks the NSW Government's support to fund \$1M for these capital works with Council to be responsible for the ongoing maintenance costs.

*Council is currently preparing draft concept plans for this precinct for discussion with the community.*

*Council has recently undertaken the following works:*

- a. *upgrade and sealing of the main car park*
- b. *upgrade of lighting to the playing fields*
- c. *provision of compliant access to the upper storey of the central amenities facility*
- d. *upgrade of the upper storey of the central amenities facility including provision of accessible toilet facilities, new kitchen and other shared facilities.*

*Council will continue to advocate for grant funding from the NSW and Australian governments to assist with the further development of the MacKay Park sports and events precinct.*

## 6.3 Batemans Bay Adventure and Aquatic Centre

Council has allocated \$100,000 to prepare the business case for the provision of a new indoor sport and aquatic centre for the regional centre of Batemans Bay. This analysis will include consideration of those components to aid in funding the ongoing costs of the facility and/or by reducing the ongoing cost of existing services already provided by Council.

Preliminary estimates of cost indicate the capital cost of this facility will be of the order of \$25M which is beyond the capacity of the local community to fund without government assistance.

This facility is proposed to include (as a minimum):

- a. multi-use indoor sports centre
- b. gymnasium
- c. 25m x 8 lane swimming pool, separate leisure pool for warm water exercise, learn to swim and general recreational play, water park and slide
- d. amenities and change rooms
- e. commercial space

Council seek the support of the NSW & Australian Government to fund 50% of this multi-use regional recreational facility (ie \$12.5M each).

*Council is currently developing concepts for the Batemans Bay Adventure and Aquatic Centre and will further develop a business case during 2015-16.*

*This business case will consider ways to maximise revenue and to minimise the net cost of this facility to the community. This will include consideration of the 'whole of life' costs of owning and operating this facility including loan repayments, operating, maintenance and depreciation costs and revenues from various sources. The business case will also consider what other services might be delivered from the centre to reduce costs elsewhere.*

#### **6.4 Narooma Aquatic Centre**

Narooma has an all year round aquatic centre with a 50m indoor pool, amenities, club room and kiosk. This facility services the southern area of the Shire as well as the Bermagui/Cobargo townships. The ongoing costs of the facility is heavily subsidised by the ratepayers of the Shire.

An opportunity exists to improve the services on offer in the southern region of the Shire and reduce ongoing costs of the facility through incorporation of a gymnasium, flexible meeting spaces, foreshore café and outdoor water park.

Council seeks the support of the Australian Government to fund 50% of this project (initial estimate of Australian Government contribution is \$1.5M).

*Council will be undertaking works on the existing pool in early 2015-16 including repainting and equipment maintenance/renewal.*

*Council has also budgeted \$200,000 for significant renewal works during 2016-17.*

*Council will continue to advocate to the NSW & Australian governments for grant funding to assist with this project in the medium term.*

## 6.5 Moruya Regional Showground

Moruya regional showground is the only one of its kind between Nowra and Bega. The facility has an active and engaged Showground Management Committee consisting of representatives from a wide range of community based user groups.

The annual rodeo and show are both held in our peak tourist season and have become highlights for locals and visitors. Both events attract competitors from all over NSW and beyond who inject tourist dollars into the local economy. Spectator numbers at the rodeo are between 2500 and 3000. The current yard system was constructed by the rodeo committee 40 years ago. The committee has undertaken maintenance work over the years and the yards are now due for renewal.

In 2013 the Rodeo Committee constructed six new chutes and purchased a new calf roping chute.

To comply with the Australian Bushman Campdraft and Rodeo Association (ABCRA) standards competition and insurance guidelines, the yards need to be reconstructed and altered to include a change in the truck loading ramp for human safety and truck manoeuvrability. The estimate cost for these works is \$75,000.

There is also a need to improve shade and shelter facilities for spectators on the hill next to the grandstand where there is a natural amphitheatre. The Showground Management Committee has planted trees at various locations around the showground for future shade and aesthetics. A permanent shade structure with seating is estimated to cost \$250,000.

Council seeks the support of the NSW and Australian Government in funding both of these projects in order of priority as listed above under their showground improvements or other program.

*Council has provided limited funding for the upgrade of the rodeo yards in 2015-16. Council will continue to advocate to the NSW & Australian governments for funding assistance to complete the works outlined above.*



Open Bull Ride at the Moruya Rodeo

## 6.6 Quarry Park, Moruya

Moruya Granite Quarry is a unique part of Australia's history having provided the tailored granite for Sydney Harbour Bridge and other iconic Sydney landmarks. The quarry has been recognised by Engineers Australia for the significant role it played in Australia's engineering history.

Moruya Quarry Park is located immediately adjacent to the Moruya Granite Quarry on the northern bank of the Moruya River, approximately 5km from Moruya CBD. The park covers the foreshore area including sections of the historical working quarry and wharf facilities, from which the granite was shipped to Sydney in an era dependent on ocean transport. The park is an important part of the Moruya town history dating back to the early years of settlement.

The current Quarry Park is actively utilised by the community for fishing and recreational pursuits and offers a unique opportunity to enhance the tourism experiences related to the heritage of Moruya, Eurobodalla and New South Wales.

The park was established with the assistance of the Moruya Rotary Club over 30 years ago with infrastructure provided on a volunteer basis.

The local community approached Council with the desire to upgrade the park to provide a destination of significant heritage value. To allow the enhancement proposal to progress, a community based committee was formed to oversee the preparation of a landscape plan and pursue funding to implement the plan. The community based committee included representatives of Moruya Rotary, the great granddaughter of the original quarry manager and two Councillors.

The draft plan was put on public exhibition and following the exhibition period reported to Council and adopted on 24 March 2015.

The plan has been developed to allow implementation in stages as funding and resources becomes available.

The following are the proposed stages with preliminary estimates (in 2014-15 dollars).

Stage 1 - Upgrade existing picnic area and shelter near the John Gilmore Memorial Pavilion; installation of an accessible pathway to link the picnic area to the car park that will include inlayed interpretative signage; and install additional seating - \$140,000.

Stage 2 - Landscaping and native species planting; installation of directional information on a granite wall; upgrade existing picnic area and shelter with new BBQ; construct concrete paving with interpretative rail inlay and install granite bolder parking barrier - \$85,000.

Stage 3a - Car park upgrade - \$80,000.

Stage 3b - Car park surrounds enhancements including the installation of granite feature walls and structures, accessible pathway and landscaping - \$195,000.

Stage 4 - Upgrade existing pathway leading to the waterfront viewing platform and construction of a timber ramp from the pathway to the timber walkway - \$25,000.

Stage 5 - Installation of a new picnic table at the western end of the park including a feature rockwall, bolder forest landscaping and native species planting - \$42,000.

*Council worked with the NSW Government to secure funding for the replacement of the previous wharf structure and this work was undertaken by the NSW Government several years ago. Council has since provided accessible and environmentally acceptable toilets at the park.*

*Moruya Rotary sought funding under the 2014 Community Building Partnerships program but was unsuccessful due to the high number of applications submitted to the NSW Government under this program. Council is working with Moruya Rotary to enhance and resubmit their application for funding under the 2015 Community Building Partnership program.*

*Council has since applied for funding under the NSW Government's Public Reserve Management Fund to implement the early stages of the approved masterplan.*

*Council has provided \$30,000 within its reserve facilities renewal program to support the community based committee to make a positive start to the implementation of the plan.*

*Council has also recycled gravel from a nearby road project to allow reshaping of the car park. This will reduce the final cost of the car park construction through this forward planning and integration of works.*

## 7 Arts and Cultural Infrastructure

### 7.1 Moruya Library Exhibition Centre

The major Community Arts and Cultural Precinct project includes the development and expansion of the Moruya library facility to include a purpose built exhibition space, gallery, storage, workshop, servery kitchen area with additional community meeting rooms.

Co-location with Moruya Library takes advantage of the existing staffing arrangements already servicing over 60,000 library customers per annum.

Council has already allocated funding to undertake the detailed design plans for this project, which has a preliminary estimate of cost of \$2.5M.

Council seeks the support of the NSW & Australian Government to co-fund this project.

*Council has formed an internal cross department working team to develop design plans for the proposal, allocating \$200,000 for the planning phases of this project. This planning work will proceed to completion in 2015-16.*

*Council has already secured a \$200,000 grant under the NSW Government's State Library of New South Wales Infrastructure Grants Program 2014-15.*

*Council will be making an application under the Australian Government's National Stronger Regions Fund (NSRF) for further funding toward the exhibition centre.*

### 7.2 Narooma School of Arts Centre

The Narooma School of Arts organisation owns Narooma arts precinct and holds in trust for Narooma community which in manages on its behalf. It is a not-for-profit organisation providing community facilities for 120 years - initially a multi-purpose hall. The assets are valued at \$1.8 million and everyone in the local community is responsible for managing this property.

Discussions commenced in 2006 to enhance the School of Arts site and create a vibrant regional arts and cultural hub to meet the needs of existing and potential users.

A brief was prepared and an Architect selected to prepare plans. A business plan has been developed, a five year strategic plan is being finalised and a development application will be lodged shortly.

The proposed Narooma School of Arts Precinct is essentially:

- construction of three studios/workshops to meet demand by visual artists and other purposes (Narooma Arts Centre)

- community gallery/exhibition space with highway frontage (Narooma Arts Centre)
- Memorial Hall (two cinemas) – downstairs toilets and dressing rooms, plus upgrade to facilitate live theatre, plus lighting, etc
- associated on-site parking for new Narooma Arts Precinct.

Council will be assisting NSAC where possible with grant applications and asks that the NSW Government work with the NSAC to provide the funding required. We note that the NSAC is otherwise a self-sufficient community based group.

*Council continues to work closely with the NSAC who are developing a modified proposal for their site.*

## 8 Emergency Services

*Council has advocated via our local members of Parliament and to the relevant Ministers in writing. The Mayor and staff met with the then Minister for Emergency Services Hon Stuart Ayres MP to discuss the needs within the Emergency Services area for Eurobodalla. The Minister showed a strong interest in the challenges and proposed solutions for Eurobodalla.*

*Following the NSW election, Council will need to re-submit its case to the new Minister Minister for Emergency Services Hon David Elliot MP in 2015-16.*

*Council has recently met with Hon Gareth Ward Parliamentary Secretary for Illawarra and South Coast to discuss these proposals.*

*Council has also submitted the proposals via the Local Emergency Management Committee and the Regional Emergency Management Committee to the State Emergency Management Committee.*

### 8.1 Eurobodalla Emergency Services Review

The emergency services within this Shire are highly valued. We are concerned, however, that there may be a more efficient and a cost effective way to provide for emergency services that could reduce the ongoing cost to the NSW Government and the Eurobodalla ratepayers.

We have requested the NSW Government to fund an independent review to assess the current situation and make recommendations as to the preferred model to optimise emergency management services within Eurobodalla Shire. To assist we have attached maps of the currently known emergency service related sites within Eurobodalla Shire (Appendix C).

### 8.2 Mogo Regional Emergency Services Training Centre

Council has asked the NSW Government to investigate the further potential for a regional emergency training centre at Mogo.

Mogo Hot Fire Training Centre is a fantastic facility that provides key training and other services to a range of NSW Government authorities. We believe it has the capability of being further developed to broaden its use to provide a regionally based training centre for the southern part of the state which is information provided by Eurobodalla Rural Fire Service in respect of the existing users, and current development plan for the site (Appendix D).

The in principle support of the Regional Emergency Management Committee has already been gained for this proposal to be referred to the State Emergency Management Committee.

### 8.3 Eurobodalla Emergency Operations Centre

The Shire currently operates without a dedicated Emergency Operations Centre. This means that we are required to implement make shift arrangements to establish a base for the EOC



during times of emergencies. This significantly impacts the capability of the Eurobodalla EOC to perform critical tasks in a professional manner.

The estimate of cost for a dedicated Emergency Operations Centre would depend on the solution chosen. The EOC on its own may be about \$1M depending on how this facility is combined with other facilities.

The support of the Regional Emergency Management Committee and Eurobodalla Bushfire Risk Management Committee have already been gained.

## 9 Tourism Infrastructure

### 9.1 All Abilities Accommodation

There is a lack of accessible tourism accommodation in Eurobodalla suitable for older people with mobility issues and people of all ages with a disability.

There are a range of activities and venues for visitors to enjoy that are accessible, eg Mogo Zoo, kayaking tours, some fishing charters, beach wheelchairs, walking trails.

The lack of accommodation represents a missed business opportunity for local operators.

Research shows: In Australia 11% of total number of tourists have a disability or long term health issue (2003 study). Tourists contribute \$3.8B to \$5.7B to Tourism GDP (11%-16% of the total). People with access requirements are generally big spenders, stay for longer and are likely to return.

The project would include:

- a. updating the business development strategic plan
- b. workshops identifying the business potential of including accessible accommodation as part of the options, eg upgrading one motel room in a complex
- c. utilising volunteers to audit existing accommodation facilities to identify design and accessibility issues to address
- d. fact sheets on planning requirements for accessibility as part of Council's Planning and DA resources
- e. sourcing grant funding to support private tourism operators to upgrade facilities and then market the accommodation as part of a tourism package that promotes accessible accommodation and activities on the south coast.

We ask that the NSW Government consider funding such initiatives to build the capacity of the existing tourism and accommodation industry.

*Council continues to take a lead in promoting improved access through its Disability Advisory Committee and through the delivery of improved accessible public infrastructure including pathways, more accessible public buildings, public transport and other facilities.*

*Improving accessibility was one of the key themes underpinning Council's successful rate variation proposal, with a range of projects aimed to meet the needs of the community and the NSW Disability Inclusion Act 2014. Improving accessibility is strongly supported by our community (confirmed via our community surveys).*

*Council has also worked in partnership with the Eurobodalla community to advocate for funding for a regional accessible playground for Corrigans Beach reserve at Batehaven, commencing with a partnership to install fencing and a 'liberty swing'.*

*The Bay Push community group secured \$100,000 in grant funds from the NSW Government under the Community Building Partnership thanks to local member Andrew Constance MP.*

*Council also successfully secured \$300,000 in NSW Club Grants and allocated \$100,000 in 2015-16 for this project.*

*Council has formed a community based Corrigans Beach Reserve Accessible Playground Sunset Committee to oversight the detailed design, community consultation and delivery of stage one of the project valued at \$500,000.*

*Quotations from experienced design consultants are currently being called to work with the Sunset Committee and Councils staff for the project.*

## **9.2 Coastal shared pathway – North Head Moruya**

The Tourism Advisory Committee has identified that the completion of this section of the cycleway route to link the North Head campground with ample parking through to Mossy Point will be an attraction and benefit to the tourism industry.

The preliminary estimate of cost for this work is \$0.25M. We seek a contribution of \$0.125M from the NSW & Australian Governments to complete this key tourism link.

*Preliminary work has commenced on developing a review of environmental factors for this project. Opportunities continue to be explored to gain grant funding for these works.*

### 9.3 Batemans Bay Coastal Headlands Walking and Cycling Trail

In 2009 Eurobodalla Shire Council commissioned the preparation of a concept plan to guide the planning and development of a formal walking and cycling (in parts) trail of around 25 kilometres linking the coastal headlands and beaches of the southern shoreline of Batemans Bay between Observation Point and Pretty Point.

The plan identifies the trail as a continuous, clearly legible, signposted and readily navigable walking and cycling track linking the coastal headlands and beaches that will appeal both to residents and visitors. It is designed to cater for a cross-section of residents and visitors from family groups to the elderly or less mobile. The route may include sections of shared trail or pathway, as well as accessible all abilities sections, where appropriate. Supporting infrastructure such as lookouts, seating and rest stops, picnic areas, and others are included in the plan.

The Trail is intended to present the striking coastal landscapes of the southern Batemans Bay area – from secluded coves to sweeping ocean views, typically framed by the trunks of Spotted Gums or backed by seaside residences. As well as being an attraction itself, the Trail will provide a platform for other experiences or activities and potentially generate additional tourism and visitor opportunities.

At the concept planning level three distinct routes have been identified for the Coastal Headland Walking Trail – an initial route, a medium term route and a long term route. Indicative costs were estimated for the Initial and Medium Term routes (in 2010 values and excluding Council staff time, vehicle operating costs, routine overheads, geotechnical investigations, risk audits and other preliminaries).

It was estimated that establishment of the Trail's Initial route would cost in the order of \$0.4M, as well as other staff and resources inputs by Council. The medium term upgrading of the Trail would require a more substantial investment – in the order of \$2.5M.

However it is considered that undertaking the bulk of the Trail upgrading works in this second stage will allow the early success of the Trail to be gauged, and plans amended if necessary, prior to this more substantial expenditure.

*Council included key elements within the now approved rate variation proposal and forward budgets to provide improved accessible facilities at specific sites and at other coastal locations including:*

- a. Observation Point, Batehaven
- b. Holmes Lookout, Batemans Bay
- c. Viewing platform, South Broulee Beach
- d. One Tree Headland, Tuross Head
- e. Carters Headland, Narooma

*Council has also established a community partnership with Batemans Bay Rotary Club who have an interest in working with Council to develop accessible viewing platforms and accessways at Observation Point, Batehaven. The project will form part of their Rotary Trail, which will take in destinations including Holmes Lookout, Korner's Park, Corrigan's Beach Reserve, Observation Point and Caseys Beach.*



Eurobodalla – an unspoilt coastal paradise



#### 9.4 Batemans Bay 100km Mountain Bike Track

In the community consultation process to develop the 2011-2020 Tourism Destination Management Plan, the opportunity to significantly grow cycling tourism in Eurobodalla was a key theme and since then there has been discussion about investigating the potential and business case for the development of a unique 100 kilometre mountain bike track in Eurobodalla. The very successful Mogo Angry Doctor 100 and 50 kilometre bike events were established on a track at Mogo that included Forest NSW and National Parks lands. There are a small number of 100 kilometre tracks in the world that offer the opportunity to cycle through scenery from bush to the sea.

This project seeks \$100,000 to work collaboratively with National Parks and Forestry NSW to develop a business case for this proposal.

The concept might include:

- the track will include various loops so that it would be an attraction for beginners, children and families and then the full range of cyclists up to international professionals
- overnight camping or cabin accommodation would be encourage to support longer rides over a number of days
- revenue derived from an annual 'pass' and holidays 'passes' paid back to NSW Forests/National Parks
- local cycling clubs being involved in maintaining the tracks in return for donations and sponsorship of major events



Eurobodalla mountain biking tracks

*Council and the cycling community recognise that Eurobodalla offers high quality cycling, and in particular mountain biking, experiences.*

*Council actively supports the growth of mountain bike events in the region because of the direct economic benefits of the events and because they assist in the strategic development of the region's reputation as a year round mountain bike destination. In 2014, two new, regular mountain bike events were attracted (Chocolate Foot Ride and Resurrection Ride) and the feedback from riders on the quality of the riding experience was overwhelmingly positive.*

*Council will continue to support such events to help grow the reputation of Eurobodalla as a cycling destination.*

## 9.5 Eurobodalla Heritage Trail

Eurobodalla Shire Council is developing a tourism heritage trail that will highlight some of the heritage buildings, structures and sites. This project would build on existing tourism information in print brochures and digital formats that includes walks, cycling, geological sites, snorkelling spots, fishing, whale watching, bird watching etc. The information once developed would be the basis of a specific marketing campaign to attract a wider range of visitors to the Eurobodalla and ensure that they are aware of its unique heritage.

The project is aimed at increasing visitor numbers and improving the visitor experience.

An example includes guiding tourist to the historic Moruya Quarry Park where they can learn the story of the area's contribution to the construction of the Sydney Harbour Bridge and other great buildings of Sydney. Visitors will then be guided on to Moruya to the monument commemorating the granite quarry workers. The monument is located in the middle of the town adjacent to the local Museum. In this way visitors may be motivated to enjoy the rest of the story and spend time within the township.

This proposal is consistent with Council's adopted Heritage Strategy 2014-17 which includes: Section 6 Task 27: Employ a coordinated approach to the development of digital and printed heritage tourism maps in collaboration with Eurobodalla Tourism.

Outcomes: Tourist trails that promote heritage tourism within the Shire, showcase this community's rich and vibrant heritage and continue to develop a sense of identity for the Eurobodalla beyond forests and beaches.

This project seeks \$100,000 to develop this heritage trail ready for marketing.

*Council has developed a masterplan for Moruya Quarry Park working through a community based committee. Refer 6.6 above.*

## 9.6 Deua Valley Wilderness Trail

The community consultation process to develop the 2011-2020 Tourism Destination Management Plan, identified the opportunity to attract visitors by developing nationally recognised unique nature based wilderness (national parks) overnight walking and cycling experiences. These would be similar to those in the Tasmanian Wilderness that offer one to five day tours with accommodation on route. There are already some trails and destinations in the Deua Valley National Park such as Marble Arch and the Big Hole, and the bridle trails. Informal groups are known to have done 7 days treks.

In partnership with National Parks, a planning and design project would identify the opportunities to create specialist tour business activities with a return to National Parks and the regional economy.

This project seeks \$100,000 funding to investigate the opportunity and develop a business plan working collaboratively with National Parks and Forestry NSW.



Eurobodalla hinterland wilderness trails

## 9.7 Eurobodalla Regional Equestrian Centre

In April 2013, Regional Development Australia undertook the *Equine Industry Scoping Report* for the Far South Coast Region. This report indicates that there is an exciting opportunity for the south coast to become nationally and internationally recognised as a centre of excellence for all equine services including training, animal husbandry, services, supplies and education.

Following on from this report and with the enthusiastic support of the local Equine community, Eurobodalla Shire Council is developing a business plan for a Regional Equine Centre at Moruya Racecourse. The business plan would be used to secure funding from government – initial funding of \$5 million from NSW Government has been indicated.

A consultant has been engaged to develop a business model and management arrangement that assesses the net economic benefit of the construction of a centre to the regional economy.

Specifically the business plan will consider potential users of the facility, what their infrastructure and usage requirements would be, revenue sources for the facility, indicative costings for construction and whole of life maintenance and an assessment of the broader economic impact of the facility on the region.

*Council worked closely with the community, engaging specialist consultants MI Engineers to prepare a business case for this proposal.*

*The business case supported the concept of the Eurobodalla Regional Equestrian Centre. On 9 December 2014, Council unanimously decided to submit the business plan to the NSW Government via Infrastructure NSW and Hon Andrew Constance MP. This has since been submitted to the NSW Government.*