



AGENDA

Ordinary Meeting of Council

26 May 2015

**ORDINARY MEETING OF COUNCIL
TO BE HELD IN THE COUNCIL CHAMBERS, MORUYA**

ON TUESDAY 26 MAY 2015

COMMENCING AT 10.00AM

AGENDA

(Proceedings of this meeting will be recorded as per Eurobodalla Shire Council's Code of Meeting Practice)

- 1. WELCOME, ACKNOWLEDGEMENT OF COUNTRY AND EVACUATION MESSAGE**
- 2. APOLOGIES**
Nil
- 3. PUBLIC FORUM (AGENDA ITEMS ONLY)**
- 4. CONFIRMATION OF MINUTES OF PREVIOUS MEETING**
4.1 Ordinary Meeting held on 12 May 2015
- 5. DECLARATIONS OF INTEREST OF MATTERS ON THE AGENDA**
(Declarations also to be made prior to discussions on each item)
- 6. MAYORAL REPORTS**
Nil
- 7. NOTICES OF MOTION/RESCISSION**
Nil
- 8. QUESTIONS ON NOTICE FROM COUNCILLORS**
Nil
- 9. PETITIONS**
- 10. GENERAL MANAGER'S REPORTS**
GMR15/011 Special Rate Variation for Community and Transport Infrastructure Projects.. 3

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DR CATHERINE DALE
GENERAL MANAGER

**GMR15/011 SPECIAL RATE VARIATION FOR COMMUNITY AND TRANSPORT
INFRASTRUCTURE PROJECTS**

E14.8367

Responsible Officer: Dr Catherine Dale - General Manager

Attachments: Nil

Strategic Objective: Collabroative

Delivery Program Link: C2.1 Coordinate the delivery of the Integrated Planning and Reporting Framework across the organisation

Operational Plan Link: C2.1.1 Prepare the Council's Delivery Plan and Operational Plan

EXECUTIVE SUMMARY

On 10 February 2015 Council made an application to the Independent Pricing and Regulatory Tribunal (IPART) under section 508A of the Local Government Act 1993 for a Special Rate Variation (SRV) to its general rate income of 6.5% per annum (including the rate peg amount) for a period of three years commencing in 2015/16, with the increase to remain permanently in the rate base.

This followed an extensive consultation process that commenced in July 2014, but also built on previous community engagement processes that commenced in 2012, with the implementation of the Integrated Planning and Reporting (IP&R) framework.

On 19 May 2015 IPART informed Council that its Special Rate Variation application was successful.

Council's decision to apply for a rate variation is to support its strategic goal of becoming financially sustainable, address community expectations regarding community and transport infrastructure and assist to meet the NSW Government's Fit for the Future criteria.

The program that will be delivered as a result of the rate variation includes:

- An enhanced capital works program that will stimulate economic and employment growth and development
- A capital program to upgrade existing infrastructure (e.g. improvements to existing roads, reserves and community facilities) including funding for on-going 'whole of life costs'
- A capital renewal program for existing infrastructure in poor condition (e.g. bridges)
- Increased annual funding to help address the gap in funding for infrastructure renewal, particularly for short lived assets (useful life less than 20 years)
- A resource base that will significantly improve Council's medium and long term financial sustainability as required in the State Government's Fit for the Future criteria

In addition, the rate variation will replace funds as a result of the flat lining of Federal Assistance Grants, a decision of the Federal Government in June 2013.

**GMR15/011 SPECIAL RATE VARIATION FOR COMMUNITY AND TRANSPORT
INFRASTRUCTURE PROJECTS**

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The rate variation will enable Council to deliver an additional package of community and transport infrastructure projects to the value of \$20.7 million over the next four years. Every dollar collected from the rate variation will be directed to providing the following community and transport infrastructure projects:

Community infrastructure:

- Approximately \$3.1 million for upgrades and new infrastructure to sportsgrounds, local reserves and parks to improve amenities and increase year round use and capacity
- \$560,000 to improve local community halls and improve amenities to increase year round use
- \$50,000 additional recurrent funding for new pathways
- \$300,000 upgrade to Corrigans Beach Reserve Batehaven, Gundry Oval Moruya and Rotary Park Narooma to include playgrounds with special accessibility elements

Economic and tourism infrastructure:

- \$1.25 million to upgrade Batemans Bay CBD (North and Orient Street north) to increase town centre vitality, economic and tourism activity
- \$270,000 to upgrade Moruya Airport terminal building, car park and plane holding area to improve accessibility and user amenity, economic and tourism activity
- \$350,000 for the provision of accessible toilets (seven) at high profile public sites across Eurobodalla
- \$300,000 for the provision of accessible viewing platforms and walks at high profile sites to improve visitor experiences and beach access

Transport infrastructure:

- \$1.0 million for Caseys Beach Rock wall renewal
- Approximately \$5.9 million for reconstruction and sealing of a number of higher trafficked gravel roads and upgrading of bridges and culverts

The proposed package of works provides a balance between addressing the current funding gap for existing infrastructure, as well as providing a select program of works to help address infrastructure needs identified during consultation with our community.

In approving Council's Special Rate Variation application, IPART considered that the impact of the rate variation on ratepayers was moderate, that the need for the rate increase was demonstrated in Council's Integrated Planning and Reporting document and supported the TCorp's assessment of Council's financial sustainability, that Council had provided evidence that it had engaged with its community and that they community was aware of the need for an extent of the rates increase, had considered the community's capacity and willingness to pay the proposed increase and had reported some productivity savings in past years.

Council's 2013-17 revised Delivery Program and 2015/16 draft Operational Plan was exhibited with a base case and an SRV scenario. These plans will be updated to reflect IPART's determination and presented to Council for adoption before 30 June 2015.

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Council is also currently preparing an initial submission to the NSW Government's Fit for the Future due on 30 June 2015. This requires councils to consider their financial sustainability, infrastructure, service management and efficiency which will be measured by seven benchmarks. These benchmarks are designed to show how councils are working towards long term financial sustainability. The rate variation will strengthen Eurobodalla's position to meet these benchmarks over the next five to ten years.

RECOMMENDATION

THAT Council:

1. Receive and note the Independent Pricing and Regulatory Tribunal's Determination Report dated May 2015.
2. Implement the Independent Pricing and Regulatory Tribunal's (IPART) approved Special Rate Variation of 6.5% per annum (including the rate peg amount) to its general rate income for a period of three years, commencing 2015/16 with the increase to remain permanently in the rate base.
3. Note the Audit Committee's role in monitoring the implementation of the SRV to ensure that funds are directed to the agreed projects and report back Council on a six monthly basis.
4. Note the beneficial impact the Special Rate Variation will have on the NSW Government's Fit for the Future criteria and Council's continued efforts to identify, implement and measure efficiency savings.

BACKGROUND

Council is responsible for ensuring that it is financially sustainable and able to generate sufficient funds to continue to deliver the services and infrastructure that meet our community's needs and expectations.

As a result, Council has facilitated community participation through a range of consultations, assessed financial and infrastructure requirements and developed the Special Rate Variation (SRV) proposal that is balanced, moderate and strengthens Council's long term position.

At its Ordinary Meeting on 22 July 2014, Council resolved to develop a list of community and transport infrastructure projects for consideration for an SRV.

At its Ordinary Meeting on 23 September 2014, Council endorsed a list of priority infrastructure projects valued at \$21.4million for the purposes of community consultation and a funding strategy to support these projects.

At its Ordinary Meeting on 9 December 2014, Council noted the results of community consultation on the priority infrastructure projects and resolved to advise the Independent Pricing and Regulatory Tribunal (IPART) of its intention to apply for a 8% per annum (including the rate peg amount) Special Rate Variation under section 508A of the Local Government Act 1993. Council also resolved for the continuation of community engagement activities designed

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to further inform the community of the need for and extent of a SRV through the exhibition of the revised Delivery Program 2013-17 and Long Term Financial Plan 2015-25.

At its Ordinary Meeting on 10 February 2015, Council resolved to apply for a special variation to its general rate income of 6.5% per annum (including the rate peg amount) for a period of three years, commencing in 2015/16, with the increase to remain permanently in the rate base. This would enable Council to deliver a \$20.7 million community and infrastructure program. The reduction in the rate variation sought (from 8% per annum to 6.5% per annum) was in response to community feedback, independent research undertaken and recent information regarding cost efficiencies.

The rate variation is an important step for Council to meet the NSW Government's financial criteria and increasing Council's medium and long term financial sustainability. In addition to a rate variation, Council will continue to focus on efficiencies, reducing costs and reviewing service delivery models. Through a range of strategies, Council will make significant progress in achieving the State Government's criteria.

CONSIDERATIONS

Council identified the need for a Special Rate Variation to their General Fund's rates revenue as part of the Integrated Planning and Reporting (IP&R) process. Key IP&R documents were publicly exhibited and adopted by Council prior to the submission of the Special Rate Variation application to IPART. Further background on the process to date is contained in previous Council reports: GMR14/018 22 July 2014, GMR14/025 23 September 2014, GMR14/037 9 December 2014 and GRM15/001 10 February 2015.

Council prepared and endorsed for exhibition its Operational Plan for 2015-16 in two versions to reflect the base case scenario and the special rate variation scenario.

Independent Pricing and Regulatory Tribunal (IPART) Assessment

IPART assessed Council's application as a moderate rate increase and also took into consideration Council's need for the increase, the community's priorities, capacity and willingness to pay along with the impact of the rate increase on ratepayers. IPART also acknowledged this successful application was at a lower percentage increase than what Council initially consulted with its community.

The following conditions outline Council's obligations as set by IPART:

- The council uses the additional income from the Special Rate Variation to fund the program of expenditure and improve its financial sustainability as outlined in its application.
- The council reports in its annual report for each year from 2015-16 to 2024-25 on:
 - the actual revenues, expenses and operating balance against the projected revenues, expenses and operating balance, as outlined in the Long Term Financial Plan provided in council's application,
 - any significant variations from its proposed expenditure as forecast in the current Long Term Financial Plan and any corrective action taken or to be taken to address any such variation,

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- expenditure consistent with the council's application and the reasons for any significant differences from the proposed expenditure, and
 - the outcomes achieved as a result of the actual program of expenditure.
- The council reports each year from 2015-16 to 2024-25 in its financial statements (currently in Special Schedule 9) on its compliance with the special variation.

Policy

IPART assessed each Special Rate Variation application against the criteria set out in the Office of Local Government's Guidelines for the preparation of an application for a SRV to general income for 2015-16 (the Guidelines). The criteria consisted of:

- Need for the variation.
- Community awareness and engagement.
- Impact on ratepayers.
- Public exhibition of relevant IP&R documents.
- Productive improvements and cost containments.

Asset

The package of works that will be delivered as a results of the Special Rate Variation provides a balance between addressing the current funding gap for existing infrastructure, as well as providing a select program of works to help address infrastructure identified during consultation with our community. Where new works are proposed, the SRV financial model provides for the ongoing maintenance, operation and depreciation costs (i.e. whole of life costs). This is critical to ensure these new works do not add to the current growing infrastructure gap.

The level of renewal is also often limited by the available budget. The SRV provides an opportunity to implement a more proactive regime ensuring the useful life of long lived assets is achieved and the reasonable expectations of the community are met. The focus on renewal of assets is supported through the various community engagement activities and surveys where transport infrastructure was identified to be very important to somewhat important to the majority of ratepayers (92% 2014 Micromex survey).

Although the initial program of works includes capital works to address identified community need, in the longer term all funds raised through the SRV will be restricted and directed entirely to infrastructure renewal.

Social Impact

The provision of additional funding for infrastructure will deliver broad economic and social benefits to our community, with the inclusion of community and recreational infrastructure projects, designed to improve access at a range of sites and facilities, as well as projects that will create more opportunities for active participation.

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This includes a focus on improving the accessibility of council facilities and community infrastructure, providing a positive social impact in the community, where 19% of residents have a disability and 26% are 65 years and older (census 2011).

Economic Development Employment Potential

The package of works will have a direct employment benefit including the engagement of contractors and suppliers. Some works will be delivered through day labour operations which also provide for the use of local sub-contractors and suppliers ensuring maximum benefit to local businesses.

The community transport and infrastructure projects will be an economic stimulus that will generate employment and support Eurobodalla's business and visitor economy. Accessible tourism is expected to be a growth market for Eurobodalla in future years and the inclusion of funds for accessible public amenities and viewing platforms will improve the visitor experience in this market and encourage visitors to 'stop, stay and spend'.

Communication / Consultation

Council has undertaken extensive ongoing consultation with the community about the infrastructure backlog and gap and the need for Council to develop a strategy to become financially sustainable since the development of its first Community Strategic Plan in 2010. Engagement activities have been designed to maximize community awareness of the need for a rate rise and to seek feedback on potential solutions. Outcomes from this consultation are outlined in Council reports GMR14/025 23 September 2014, GMR14/037 9 December 2014 and GMR15/001 10 February 2015.

Council resolved on 23 September 2014 to undertake community consultation on the proposed SRV and endorsed the Community Engagement Strategy. The intent of the Strategy was to inform the community regarding the need, purpose and impact of the proposed rate variation. In addition, a representative sample of the community was independently surveyed about the proposed rate variation.

Financial

The rate variation will support Council's strategic goal of becoming financially sustainable, assist Council to meet the Fit for the Future criteria, and address community expectations regarding community and transport infrastructure.

The estimated income generated from the rate variation is approximately \$0.9 million, \$1.8 million and \$2.8 million in years one, two and three respectively. The additional revenue will fund a community and transport infrastructure program to be delivered over four years, costing \$20.7 million.

To leverage the benefit for the community and minimise the impact on ratepayers, Council's financial strategy for the rate variation includes:

- cash funding renewal of short lived infrastructure (less than 20 year life) to address the annual infrastructure funding gap

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- borrowings of \$15.7 million to be repaid over 20 years to match the benefits and costs of long lived infrastructure to ratepayers
- ensuring that the 'whole of life costs' of any new or upgraded assets are covered including maintenance, operations and depreciation costs
- for high risk assets such as bridges, it is proposed to loan fund replacement works to allow them to be addressed with greater urgency and remove these from the backlog of existing works.

Whilst there is improvement in financial sustainability, Council is aware that more work needs to be done. Although the rate variation is a major step forward, Council will continue to review and refine its service delivery model in order to be financially sustainable.

CONCLUSION

Council identified that a rate variation is a financially responsible way to fund the increasing costs of infrastructure renewal and maintenance works on roads, bridges, sport and community facilities, playgrounds, pathways, and public toilets, and to support economic growth and deliver social benefits.

Council's Special Rate Variation application as approved by IPART demonstrates an appropriate fiscal response to factors that emerged from community engagement, during the development of key planning documents, addresses key Fit for Future requirements, as well as Council's goal to become more financially sustainable for current and future generations.

Council's phased community consultation process and results demonstrate a broad range of engagement activities and a significant level of community awareness and understanding of the SRV proposal. The actions have been noted by IPART in their assessment of Council's application.

PSR15/016 LANDCARE PROJECT PROPOSALS

E02.6272

Responsible Officer: Lindsay Usher - Director Planning and Sustainability Services

Attachments: 1. Tomaga Estuary Mangrove Planing

Strategic Objective: Sustainable

Delivery Program Link: S6.4 Encourage and support community sustainability and environmental projects

Operational Plan Link: S6.4.2 Support community activities and groups such as Landcare and community gardens

EXECUTIVE SUMMARY

The purpose of this report is to provide information and seek Council's endorsement of two new Landcare projects in the Eurobodalla Shire.

Landcare projects build the capacity of the community to recognise, maintain and improve the natural assets of the Eurobodalla. These skills may also be transferred to individual properties where landowners can improve the sustainability of their own land. This benefits the wider community and Council by reducing negative impacts of individual properties on the local environment, for example the spread of invasive species.

Eurobodalla Landcare groups are seeking Council endorsement to implement new Landcare projects at the Tomaga Estuary and various reserves throughout Kianga, Dalmeny and Narooma.

Tomakin Coastcare wish to undertake bank stabilisation works on the Tomaga Estuary, downstream of Jack Buckley Park and consistent with the Coastal Zone Management Plan for Tomaga Estuary 2015.

Kianga/Dalmeny/Narooma Bushcare group wish to undertake weed control works across a range of public reserves including Ringlands rainforest reserve, Lewis Island, Riverview Road reserves, Mill Bay to Bar Beach and Bill Smyth reserve.

These projects support the management of the reserves and enable volunteers to undertake works on Council managed lands.

RECOMMENDATION

THAT Council:

1. Endorse the Tomaga Estuary bank protection project with Tomakin Coastcare.
2. Endorse the Bushcare work expansion with Kianga/ Dalmeny/ Narooma Bushcare group.

BACKGROUND

Eurobodalla's Landcare groups operate in a diverse range of areas and across all land tenure in our Shire. Works include weed control, revegetation, erosion control, delivering community education and displays, and general maintenance of public assets and reserves.

PSR15/016 LANDCARE PROJECT PROPOSALS

E02.6272

The process for gaining approval for Landcare projects is as follows:

1. The Landcare group develops a project and completes the 'Eurobodalla Landcare Project Proposal' form in consultation with the South East Local Land Services (SELLS), Land Services Officer (Landcare/Landholders)
2. Approval from land owner/manager is obtained
3. The project proposal is submitted for consideration by Council officers within Infrastructure Services, and/or Planning and Sustainability who may request changes or site meetings, if further details are required
4. If supported by Council officers, a summary of projects are reported to Council for endorsement
5. When projects are endorsed, they are then able to commence.

This report provides information on two new Landcare project proposals, recently assessed and recommended by Council officers for approval.

CONSIDERATIONS

The proposed projects have been supported by the relevant Council officers who have included changes to ensure that the work of the projects align with Council operations and strategic plans. This ensures that the works of volunteers are supported by Council.

Legal

Eurobodalla Landcare groups seek endorsement from Council for the projects proposed. All projects will be carried out in compliance with relevant legislation and the legal responsibility of Council and affected land managers/owners. Where proposed works take place on land tenure outside of Council's control, those land owners/managers have provided consent for the works.

Volunteers undertake inductions, including Work Health and Safety obligations, and are assisted by the SELLS Land Services Officer (Landcare/Landholders). For Council endorsed projects, Council's Natural Resource Supervisor and WHS Advisor will ensure WHS obligations are met by the volunteers.

Environmental

Table 1: Summary of the two Landcare project proposals

Project	Group	Areas of proposed works	Work type	Comments
Tomaga estuary bank protection	Tomakin Coastcare	Council reserve, Tomaga Estuary (downstream of Jack Buckley Park)	Sandbagging, mangrove planting and bank revegetation as recommended in Council's Coastal Zone Management Plan for Tomaga Estuary 2015.	A recent sandbagging and mangrove planting project has been implemented upstream of this site by the Mogo Local Aboriginal Land Council. The community supported this project and provided volunteer assistance.

PSR15/016 LANDCARE PROJECT PROPOSALS**E02.6272**

Bushcare works expansion	Kianga/Dalmeny/Narooma Bushcare	Council and Crown reserves throughout Kianga/Dalmeny/Narooma. Council reserves include Ringlands rainforest reserve, Lewis Island and Riverview Road reserves, Mill Bay to Bar Beach reserves and Bill Smyth reserve.	Weed control in various reserves. Selective planting at Bill Smyth reserve. Works align with Council's Invasive Species and Estuary Program.	The Kianga/Dalmeny/Narooma Bushcare group has recently had an increase in volunteer numbers and now have the ability to work on this larger area.
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Asset

The works proposed contribute to the protection and rehabilitation of the environmental assets of the Eurobodalla. The work of the volunteers reduces the cost to Council of managing Council assets and reserves.

Social Impact

Landcare projects build the capacity of the community to recognise, maintain and improve the natural assets of the Eurobodalla. These skills may also be transferred to individual properties where landowners can improve the sustainability of their own land. This benefits the wider community and Council by reducing negative impacts of individual properties on the local environment, for example the spread of invasive species.

Volunteerism in Landcare provides opportunities for all ages and demographics and delivers a positive social impact, giving the community the ability to undertake a range of beneficial works, provide input into the management of the Eurobodallas's bush land, improve the understanding of the environment they live in, undertake physical activity, and mixing and socialising with others.

Economic Development Employment Potential

The Landcare projects will, in part, be supported during the next 18 months by a Green Army Team which is funded by the Australian Government. Where possible local businesses and contractors will be supported through the purchase of materials and services with grant funds.

Communication / Consultation

The Tomaga estuary bank protection project is a recommended priority action in the Tomaga Estuary Coastal Management Zone Plan, adopted by Council in February 2015 after extensive community consultation.

The Kianga/Dalmeny/Narooma Bushcare project was developed when interest in protecting these particular reserves was raised at a community meeting and Bushcare training day in Narooma.

Council informs the community about Council managed Landcare works through media releases, letters or in person depending on the nature of the works and the community interaction required at each location.

PSR15/016 LANDCARE PROJECT PROPOSALS

E02.6272

Where appropriate, letters are sent to those individual landowners whose properties may be affected by project works.

Council writes 'Euroecology,' a weekly article for The Independent newspaper, to update readers of events and projects relating to the environment and Landcare.

A range of community educational events allow Council staff and the community to engage on environmental projects and general Landcare matters.

Staff

Council works proactively with the SELLS Land Services Officer (Landcare/Landholders) in supporting Landcare groups and their endeavors.

These projects fit within Council's Estuary Program objectives and will be overseen by the Natural Resource Supervisor as part of their role.

Financial

The projects will be undertaken using volunteer labour and financially supported by externally funded Landcare projects and the current allocation of Council's Landcare or Estuary Program funds, where required. Further funding to assist volunteers and their project works will be sought from external grants as the opportunities arise.

CONCLUSION

Eurobodalla Landcare groups are seeking Council endorsement to implement new Landcare projects at the Tomaga Estuary and various reserves throughout Kianga, Dalmeny and Narooma.

The Landcare projects proposed will further the work of Eurobodalla Landcare groups in assisting Council with implementing natural resource management in Eurobodalla Shire and provide benefits to the volunteers and wider community. Projects have been developed in consultation with the South East Local Land Services and supported by the relevant Council officers.



Tomaga Estuary (lower), Tomakin

Sandbagging, mangrove plantings and bank revegetation as per Coastal Zone Management Plan for Tomaga Estuary.

PSR15/017 SUBMISSION TO NSW ENVIRONMENT AND PROTECTION AUTHORITY (EPA) ON DRAFT CHANGING BEHAVIOUR TOGETHER: NSW WASTE LESS, RECYCLE MORE EDUCATION STRATEGY 2015-17 E91.2037

Responsible Officer: Lindsay Usher - Director Planning and Sustainability Services

Attachments: 1. Submission to Draft Changing Behaviour Together: NSW Waste Less, Recycle More Education Strategy 2015-17

Strategic Objective: Sustainable

Delivery Program Link: S5.4 Provide community education on waste minimisation and recycling

Operational Plan Link: S5.4.2 Develop a waste education program for construction and commercial industry

EXECUTIVE SUMMARY

Council has been given the opportunity to provide a submission to the draft Changing Behaviour Together: Waste Less, Recycle More Education Strategy 2015-17. This strategy outlines how the NSW Environment Protection Authority (EPA) will work together with councils and other stakeholders to provide education programs to promote positive behaviour change that results in less waste going to landfill and lead to improvements in the environment and community wellbeing.

The purpose of this report is to seek endorsement of the attached submission indicating Eurobodalla Shire Council supports the draft Changing Behaviour Together: Waste Less, Recycle More Education Strategy 2015-17.

RECOMMENDATION

THAT Council lodge the attached submission supporting the draft Changing Behaviour Together: NSW Waste Less, Recycle More Education Strategy 2015-17.

BACKGROUND

The EPA has invited feedback on the draft Changing Behaviour Together: NSW Waste Less, Recycle More Education Strategy 2015-17. This draft education strategy is relevant for all organisations implementing programs under the \$465.7 million Waste Less Recycle More initiative. Under this initiative Council receives funding for participating in the:

- Regional Illegal Dumping (RID) squad
- Household Chemical Clean out
- Local Litter Prevention
- Love Food Hate Waste
- South East Resource Recovery Group.

CONSIDERATIONS

Environmental

The draft Changing Behaviour Together: Waste Less, Recycle More Education Strategy 2015-17 provides additional opportunities for education in recycling, illegal dumping and litter

PSR15/017 SUBMISSION TO NSW ENVIRONMENT AND PROTECTION AUTHORITY (EPA) ON DRAFT CHANGING BEHAVIOUR TOGETHER: NSW WASTE LESS, RECYCLE MORE EDUCATION STRATEGY 2015-17 E91.2037

prevention. The outcomes of the strategy work to protect our environment and to minimise the amount of waste going to landfill.

Social Impact

The education programs are designed to foster a spirit of active citizenship in caring for the environment and promoting more sustainable resource use and waste management.

Communication / Consultation

Community education under the draft strategy will continue to build upon Council's success in promoting sustainable waste management via the following initiatives:

- Household Waste & Recycling Guide
- Compost workshops
- "Environmentors" and education staff in schools
- Pre-school education through "Dirt Girl" initiative
- Love Food, Hate Waste program

The draft Changing Behaviour Together: Waste Less, Recycle More Education Strategy 2015-17 has a number of actions the EPA will carry out. Resources and tools will be provided to councils, other partners and stakeholders to support new and ongoing education initiatives.

Financial

Participating in the implementation of the Changing Behaviour Together: Waste Less, Recycle More Education Strategy 2015-17 will require the allocation of resources. This will include staff from media and communications to assist in roll out of EPA-led campaigns. Participation of planning staff in developing and promotion of education materials for waste and recycling for multi-unit dwellings. The cost associated with undertaking these tasks will be met within existing budgets.

There is potential for Council to lodge further applications for the funding available to non-levy paying councils. The Changing Behaviour Together: Waste Less, Recycle More Education Strategy 2015-17 outlines the evaluation and evidence that is required for successful applicants. The 2014 Waste and Recycling Benchmark Study that will be used in the evaluation process is expected to be released late in May 2015. Any additional requirements for data collection, identified by the study, will be managed within existing budgets.

CONCLUSION

The draft Changing Behaviour Together: NSW Waste Less, Recycle More Education Strategy 2015-17 is an essential part of managing waste and recycling in NSW into the future. The strategy offers opportunities that will provide Council with relevant information on waste and recycling.

The NSW Environment Protection Authority (EPA) has released the draft Changing Behaviour Together: NSW Waste Less, Recycle More Education Strategy 2015-17 for comments which must be received by 29 May 2015.

Council's submission offers support for the opportunity to participate as a stakeholder in the implementation of the strategy. The six strategic directions that aim to change behaviour and therefore make a difference, will assist Council in moving towards achieving the targets in NSW Waste Avoidance and Resource Recovery Strategy 2014-21.

These six strategic directions are:

1. Develop and use consistent messaging
2. Integrate education
3. Build capacity
4. Promote excellence
5. Provide resources and tools
6. Work with and support stakeholders.

Of the 22 new actions to be undertaken under these strategic directions there are 14 to be started in 2015, 10 of which will require councils to participate. There are a further four new actions starting in 2016 and one in 2017, with a progress report to be provided at the beginning of 2016/17.

It appears the majority of the new actions are to be implemented together to create an impression and provide an incentive for change. Eurobodalla Shire Council is part of the South East Regional Organisation of Councils (SERO) and through the South East Resource Recovery Group (SERRG) has adopted the Regional Waste Stream Management Strategy 2012-32. It would be beneficial if the regional groups were utilised by the EPA to deliver training and gather stakeholder feedback. The commitment to this strategy is long term and recognises the desired change will take time and resources.

One of the actions listed under integrated education is aimed at developing standard communication material specifically that "explains 'landfill end-of-life' issues and why opening new landfills is not desirable". While opening a new landfill is not desirable, in regional areas it is the most cost effective way to deliver the service to the community. This is one area that a consistent approach, adopted regionally, may pave the way to acceptance of this change including the associated cost of any alternate solution.

The document also includes in Appendix A "As a tool for changing behaviour, education is supported by: policy and pricing signals....." The cost of improving resource recovery outcomes in the Construction & Demolition and Commercial & Industrial waste streams will need to incorporate this approach in Eurobodalla. Again consistent education materials and a regional approach will assist in addressing the issues involved in initiating price increases.

PSR15/017 SUBMISSION TO NSW ENVIRONMENT AND PROTECTION
AUTHORITY (EPA) ON DRAFT CHANGING BEHAVIOUR TOGETHER: NSW
WASTE LESS, RECYCLE MORE EDUCATION STRATEGY 2015-17
ATTACHMENT 1 SUBMISSION TO DRAFT CHANGING BEHAVIOUR
TOGETHER: NSW WASTE LESS, RECYCLE MORE EDUCATION STRATEGY 2015-
17

The evaluation of the outcomes of the strategy currently has a focus on the program areas receiving funds from the Waste Less, Recycle More \$465 million funding package. For some councils, including Eurobodalla, it may be difficult to measure all the outcomes at the end of the Waste Less Recycle More initiative in 2017/18.

The challenge of changing behaviour continues with this strategy. Eurobodalla Shire Council is proactive in achieving positive outcomes in resource recovery and has actively supported new initiatives to reduce waste to landfill.

The following steps have been taken to divert waste from landfill:

- Weekly collected 80 litre red lid garbage bin introduced in 2005.
- Fortnightly collected 240 litre green lid green waste bin introduced in 2012. This replaced a monthly 2 cubic metres on kerb of bundles or bins.
- Fortnightly collected 240 litre yellow lid co-mingled recycling bin.
- Recycling mattresses, tyres, metal, e-waste (prior to product stewardship programs), oil, oil containers, drum muster, phone muster, polystyrene, shredded green waste and buy back shops.
- Concrete crushed and used operationally on the sites for roads, hard stand areas etc.
- SUEZ environnement - Australia is processing glass at the Materials Recycling Facility in Moruya and Council is trialling the reuse of the glass sand in construction/maintenance projects.

The six strategic directions contain many existing actions and a few new actions that are “on-going”. For the strategy to succeed it is expected that the EPA will ensure many of the new actions will migrate to “on-going” status to provide support to councils into the future.

Conclusion

Eurobodalla Shire Council supports the draft Changing Behaviour Together: NSW Waste Less Recycle More Education Strategy 2015-17.

IR15/025 LOCAL TRAFFIC COMMITTEE MEETING NO 7 FOR 2014-15

E15.9002

Responsible Officer: Warren Sharpe OAM - Director Infrastructure Services

Attachments: Nil

Strategic Objective: Productive

Delivery Program Link: P2.1 Undertake advocacy activities to further the development of transport infrastructure and support future growth

Operational Plan Link: P2.1.2 Coordinate the Local Traffic & Development Committees

EXECUTIVE SUMMARY

The Local Traffic Committee is primarily a technical review committee. It advises Council on traffic control matters that relate to prescribed traffic control devices or traffic control facilities for which Council has delegated authority.

The minutes of the Eurobodalla Local Traffic Committee meeting are included in this report for the Councillors review. The main issues covered at the Eurobodalla Local Traffic Committee meeting of 9 April 2015 were:

- Signage – Campbell Street, Moruya
- Special Event Application – Rally of the Bay
- Special Event Application – Narooma Forest Rally
- Special Event Application – South Coast Nationals Automotive Trade Careers Expo and Exhibition, Moruya
- Traffic Management – Flashing Lights for School Zones
- Change of Date - Local Traffic Committee Meeting No 1 July 2015-16.

RECOMMENDATION

THAT the minutes of the Eurobodalla Local Traffic Committee Meeting No 7 of 2014-15 held on 9 April 2015 be received and noted.

BACKGROUND

The Eurobodalla Local Traffic Committee Meeting No 7 for 2014-15 was held on 9 April 2015 in Council's Committee Room. It was attended by Councillor Neil Burnside (Chairperson), Mrs Danielle Brice (representative for the Hon Andrew Constance MP), Senior Constable Scott Britt (NSW Police Force), Nicole Brodie (Roads and Maritime Services), Dave Hunter (Traffic Officer) and Heidi Hanes (Road Safety Officer).

Apologies were received from Councillor Milton Leslight.

MINUTES OF PREVIOUS MEETING

The Minutes of the Eurobodalla Local Traffic Committee Meeting No 6 for 2014-15 held on Thursday 12 March 2015 were confirmed and accepted.

IR15/025 LOCAL TRAFFIC COMMITTEE MEETING NO 7 FOR 2014-15

E15.9002

OUTSTANDING ITEMS FROM PREVIOUS MEETING

The Action Sheet outlining all of the committee's outstanding items was distributed to members. The following outstanding item was discussed:

2015.RT.015 Signage – Campbell Street, Moruya

At the Ordinary Meeting of Council on 24 March 2015 Council made the following resolution:

The Local Traffic Committee be requested to inspect Moruya Preschool on Campbell Street, at 8.45am on the morning of the next Traffic Committee meeting, to further consider parking in the vicinity of the preschool driveway.

The first inspection was carried out by the committee before the meeting and the impact of vehicles parking in the street and its effect on the preschool carpark discussed. Due to the school holidays the preschool was closed. It was agreed a second inspection will be arranged before the next Local Traffic Committee meeting at 8.45am on 14 May 2015 and the President of the Moruya Preschool or their representative be invited to this meeting.

INFORMAL ITEMS FOR DISCUSSION

2015.SE.015 Special Event Application – Rally of the Bay

A special event application has been received for the Rally of the Bay car rally to be conducted within state forests to the west of Batemans Bay on Saturday 11 July 2015. A media day is also proposed on Friday 10 July 2015 on forest roads off the Princes Highway near the Long Beach turnoff. The media meeting point has been moved away from the Princes Highway to avoid distractions to passing motorists.

This proposed car rally has been conducted successfully in previous years. The service area will be located at Mackay Park, Batemans Bay. The rally involves several stages using a mixture of state forest and public roads to the north, south and west of Batemans Bay. Public road closures will be advertised by Council.

A detailed traffic management plan for this event was presented to the committee. The event organiser will be contacting the media to promote the event and it will also be listed in the "what's on" section of Council's Eurobodalla Tourism web-site.

Recommendation:

That the Rally of the Bay to be conducted on 10-11 July 2015 be approved based upon the submitted traffic management plans.

2015.SE.016 Special Event Application – Narooma Forest Rally

A special event application has been received for the Narooma Forest Rally. The car rally is to be conducted within state forests to the west of Narooma on Saturday 1 August 2015.

This proposed car rally has been conducted successfully in previous years. The service area will be located at NATA Oval, Narooma. The competition sections of the rally are to be solely on state forest roads. No public roads are proposed to be closed.

A detailed traffic management plan for this event was presented to the committee. The representative for the Hon Andrew Constance MP asked if the organiser could provide more details on the planned spectator points. The Traffic Officer will ask for more information and

IR15/025 LOCAL TRAFFIC COMMITTEE MEETING NO 7 FOR 2014-15

E15.9002

forward this to the committee members for information, noting the organiser is responsible for safety management in this regard. The event organiser will be contacting the media to promote the event and it will also be listed in the "what's on" section of Council's Eurobodalla Tourism web-site.

Recommendation:

That the Narooma Forest Rally to be conducted on 1 August 2015 be approved based upon the submitted traffic management plans.

2015.SE.017 Special Event Application – South Coast Nationals Automotive Trade Careers Expo and Exhibition, Moruya

A special event application has been received for the South Coast Nationals Automotive Trade Careers Show and Exhibition to be run from 28-30 August 2015 at Moruya High School in Albert Street, Moruya.

This event was run successfully in 2014. It involves several exhibitions occurring within the Moruya High School grounds. Additional parking is provided at the Moruya Showground.

A street cruise is also planned through Moruya. This is conducted as a group drive with all participants required to act in accordance with Australian Road Rules. The cruise is to start on Saturday on Shelley Road, North Moruya and proceed via the Princes Highway through Moruya and end at the event site at Moruya High School.

A detailed traffic management plan for this event was presented to the committee, however this does not require approval from the committee as it is on private property.

Recommendation:

The street cruise associated with the South Coast Nationals Automotive Trade Careers Expo and Exhibition, Moruya be conducted in accordance with Australian Road Rules.

2015.IN.012 Traffic Management - Flashing Lights for School Zones

The RMS has informed Council that flashing lights will be installed in school zones at Batemans Bay Public School, St Bernard's Primary School, Moruya High School, St Mary's Primary School and Central Tilba Public School in April 2015.

The installation of flashing lights in school zones is an important safety improvement benefitting the community, particularly our school students. The Chair commended the RMS for their work in securing funding for these installations.

2015.IN.013 Local Traffic Committee Meeting No 1 Date Change

A request was received from Mrs Danielle Brice representing the Hon Andrew Constance MP to change the Local Traffic Committee Meeting No 1 for 2015-16 which was to be held on 9 July 2015 as she is required at another meeting. The committee has agreed that meeting No 1 be now held on 16 July 2015.

Recommendation:

The Local Traffic Committee Meeting No 1 for 2015-16 scheduled to be held on 9 July 2015 will now be held on 16 July 2015.

IR15/025 LOCAL TRAFFIC COMMITTEE MEETING NO 7 FOR 2014-15

E15.9002

NEXT MEETING

The next meeting of the Eurobodalla Local Traffic Committee is to be held on Thursday 14 May 2015 in Council's Committee Room commencing at 9.30am.

FBD15/039 MORUYA AIRPORT REDEVELOPMENT - MASTER PLAN

E13.7122

Responsible Officer: Anthony O'Reilly - Director Finance and Business Development

Attachments: 1. Airport Master Plan
2. Airport Master Plan Public Submissions (Confidential)

Strategic Objective: Productive

Delivery Program Link: P1.1 Facilitate growth and development of our business community

Operational Plan Link: P1.1.4 Promote Eurobodalla as the place to invest and do business

EXECUTIVE SUMMARY

The purpose of this report is for Council to adopt the Master Plan for Moruya Airport following the period of public exhibition.

Ten submissions were received from the public exhibition period. Six were supportive, two were broadly neutral and two were not supportive.

The Master Plan sets out a long term vision for Moruya Airport and lists employment generating development options for the future with indicative costings.

Development options are in eight proposed stages and include additional commercial space, aviation tourism accommodation, general aviation hangar space and Airpark residential sites. The Master Plan also allows for any future need to move the airport terminal from its current location.

RECOMMENDATION

THAT Council:

1. Notes the comments received during the public exhibition period.
2. Adopts the Master Plan for Moruya Airport.
3. Informs all respondents to the Public Exhibition of the Master Plan and thanks them for their contribution.

BACKGROUND

The Master Plan sets out a long term vision for Moruya Airport, builds on existing documents and lists development options for the future with indicative costings.

Development options are in eight proposed stages and include additional commercial space, aviation tourism accommodation, general aviation hangar space and Airpark residential sites. The Master Plan also allows for any future need to move the airport terminal from its current location.

Ten submissions were received from the public exhibition period. Six were supportive, two were broadly neutral and two were not supportive.

Of the six supportive submissions, four were from commercial operators at the Airport, one from the Batemans Bay Chamber of Commerce and one from the Moruya Jockey Club. These supportive submissions made the following points:

FBD15/039 MORUYA AIRPORT REDEVELOPMENT - MASTER PLAN

E13.7122

- Lease tenure should be amended to ensure lessees can raise finance against the lease
- Council should consider the long term employment / economic benefits of commercial leases not just the short term rent
- All methods of funding / commencing the project should be considered, in particular the element of Phase 1 adjacent to the existing hangars
- Maintaining the operational integrity of the airport is crucial
- Project governance should be robust enough to ensure the development is delivered given previous history of the site

Those not supportive highlighted concerns about the potential impact of noise from increased general aviation traffic and that Council funds could be used to subsidise a select group of general aviation users. Environmental concerns were also noted by one respondent.

The need to ensure business case projections are robust was identified by a number of respondents.

Submissions Summary

Submissions are summarised in the table below and attached in full as confidential attachments:

Responder	Nature of Comments
1	Overall supportive. Need to retain passenger service and deliver project in timely fashion. Need to ensure the financial viability of project and confirm source of funding.
2	Concern about the Plan increasing the amount of small plane traffic over the villages of South Head and Broulee. This impact should be considered. Request community consultation to address concerns
3	Does not want Council funds spent to support a limited group of aviation users.
4	Supportive of a good Master Plan. Wants to see timely implementation. Issues to note: 1) Lease tenure to be improved so lessees can raise loans against lease 2) Lease rates should consider long term economic benefits 3) Consider all methods of initiating project not just rely on grant funds
5	Supportive. Very keen to explore tourism packages for fly in tourists and sees airport as an attractor to race days. Believes the Master Plan may understate future potential.
6	Supportive of concept and grateful for consultation. Concerned that general aviation will not deliver the growth predicted and that even if it does, the extra aircraft noise will diminish land values. Does not want general aviation subsidized and wants any spend to benefit the community and protect the passenger service if possible.

FBD15/039 MORUYA AIRPORT REDEVELOPMENT - MASTER PLAN

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7	Supportive and congratulates Council on the Master Plan. Have discussed the report with other commercial users and want to note: 1) Tenure. Biggest constraint to future growth is commercial space availability with a tenure that allows finance to be raised. 2) Concerned cost of future leases will act as a disincentive to job creation 3) Part of Phase 1 can be kick started with modest investment 4) Essential to maintain operating integrity of airport 5) Noting previous lack of progress over many years, KPIs to monitor progress this time will be welcome
8	Very supportive. Similar issues to other commercial users 1) Tenure 2) Rents need to consider broader / long term economic development and jobs not just rental return in short term 3) Phasing in Master Plan good but start part of phase 1 now even without grant funds 4) need to maintain airport environs for future aviation demands 5) suitable project governance to ensure project is delivered
9	Supportive. Similar to other commercial users 1) Tenure 2) Rents need to consider broader / long term economic development 3) Phasing in Master Plan good 4) need to maintain airport environs for current operators and future aviation demands 5) suitable project structure to ensure project is delivered
10	Notes the cautious nature of revenue and investment projections. No clearing north of runway unless it becomes absolutely necessary. Need to ensure development is consistent with sea level rise. No development in dune areas.

Councillors were briefed on this project in August 2014 and the project plan outlines a phased, strategic approach to moving the Airport Redevelopment forward so Council is able to make an informed decision on the next steps at each key stage.

The project plan included a concept phase which will be concluded by the adoption of the Master Plan, a feasibility stage and an execution phase.

The feasibility stage includes the development of a business case which will examine the financial viability and benefits of the potential development phases identified in the Master Plan.

CONSIDERATIONS

Policy

The draft Master Plan and other documents fit Objective 5 of the Community Strategic Plan 'We help our local economy grow' and in particular s5.1 'Plan for and develop the right assets and infrastructure'.

FBD15/039 MORUYA AIRPORT REDEVELOPMENT - MASTER PLAN

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In December 2014, Council adopted the Business Development Strategic Plan 2014-18. Priority action 11.3.1 specifically identifies the airport redevelopment as an opportunity to generate additional employment in Eurobodalla.

Environmental

The development area to the western side of the runway is part of the bio-certification area and the final perimeter available for development will be determined once this and fire safety and other setbacks have been mapped in detail.

The delivery of the various elements of the Master Plan should increase the amount of aviation traffic using the airport. Council will review the noise impact on affected residents when development is considered.

Asset

The draft Master Plan sets out a long term direction for one of Council's key community assets.

Social Impact

Development at the airport is important to many local residents. It should be noted that the Master Plan does not contain any proposals which impact on the footprint of the North Head Moruya primitive campground.

Economic Development Employment Potential

Business cases for previous grant submissions have indicated that the redevelopment of the airport could create 150 new jobs injecting an additional \$8.4 million of income into the local economy.

The draft Master Plan identifies around 40 lots for businesses which would go towards generating this number of jobs as well as additional private hangers and the tourism accommodation area which would also generate jobs.

Development at the airport also delivers transport efficiencies for both freight and passenger traffic which can be expected to have an additional, positive economic impact e.g. the export of produce like oysters to overseas markets and increased use by passengers which could lead to a fourth daily flight to Sydney from Rex Airlines.

The draft Master Plan also allows for future operational requirements to allow larger planes to offer a passenger service into Moruya which would be essential to attract future tourists by air.

Communication / Consultation

The Airport is critical infrastructure for Eurobodalla. An extension of the consultation period from the usual length of 28 days to 42 days was implemented.

Key community groups were also consulted directly e.g. Chambers of Commerce, the Business Advisory Committee and an open meeting with existing airport users. The Broulee and Mossy Point Community Association was also contacted directly.

A media release was issued which delivered print and radio coverage.

FBD15/039 MORUYA AIRPORT REDEVELOPMENT - MASTER PLAN

E13.7122

Detailed discussions on one element of the public feedback, lease tenure, are already occurring with members of the local business community.

As the Master Plan progresses to implementation, communication with the community will continue and include use of Council's communication channels e.g. Council reports, the website, Online News and media releases.

Staff

This project, and associated grant applications, continue to require considerable input from staff, primarily in the Business Development, Technical Services and Airport Management teams.

Financial

Previous business cases have suggested that a full redevelopment may realise a positive return to Council within 10 years.

The business case currently in development will detail the full financial benefits to Council and the community.

CONCLUSION

The issues raised in the submissions will be considered as part of the feasibility stage of the project with particular attention paid to ensuring the maximum return is generated for Council and the community.

The next step is the finalisation of the business case for the Master Plan which is due to be presented to Council in June 2015. The Master Plan and business case will be used as the basis for grant applications and advocacy to federal and state governments.

It is recommended that Council adopts the Master Plan.



DATE 12 March, 2015

CONTACT BEN HARGREAVES

Draft

Moruya Airport | Master Plan 2015
For Eurobodalla Shire Council



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APPENDIX A

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Revision	Date	Description	Author	Signature	Verifier	Signature	Approver	Signature
0	23/01/15	PRELIMINARY	BJH		-		BJH	
1	23/02/15	DRAFT	BJH		BFW		BJH	
2	03/03/15	FINAL DRAFT	BJH		BFW		BJH	
3	12/03/15	FINAL DRAFT	BJH		BFW		BJH	



1.0 INTRODUCTION

REHBEIN Airport Consulting was commissioned by Eurobodalla Shire Council to prepare the Moruya Airport Master Plan 2015.

This Master Plan forms part of the Concept Phase of the Moruya Airport Redevelopment project. In that context it is an umbrella document which draws together and builds upon a number of subsidiary reports, specifically:

- The *Moruya Regional Airport Operational Plan* (currently Draft September 2014 – Version 2), prepared by Eurobodalla Shire Council, which addresses key common-user aviation operational considerations and infrastructure requirements;
- A *Pavement Assessment Report*, the key finding of which will be incorporate into future update of the operational plan; and
- The *Moruya Airport Passenger Service Plan* Stage 1 of which incorporates an analysis of the existing airline services. Stage 2 will provide an assessment and plan for growth in passenger traffic.

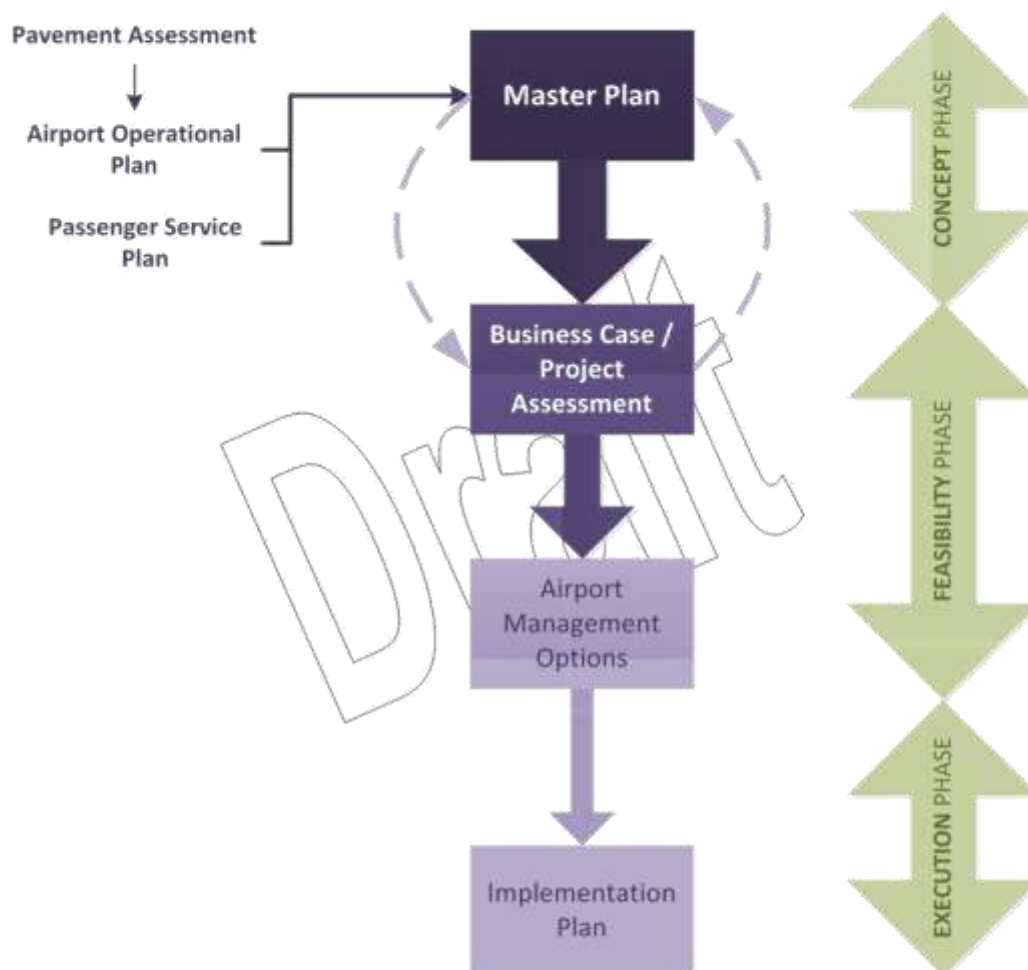
It is envisaged that the Master Plan, once adopted, will form the basis of a subsequent Feasibility Phase of the redevelopment project. This phase would build upon the high level research conducted to prepare this Master Plan, and will enable a greater level of certainty on the costs and benefits of particular developments in order to confirm the business case, appropriate scope and timing of redevelopment stages.

These elements are all part of the wider *Moruya Airport Redevelopment Project Plan*, which incorporates a Communications Plan detailing each step of public consultation.

Council is progressing some aspects of the feasibility phase in parallel with finalisation of this Master Plan, in order to accelerate the overall timeline for the airport redevelopment, whilst acknowledging that there is a high degree of interaction and dependency between these two elements in particular and that this might result in adjustments to the feasibility work once the Master Plan is confirmed and adopted.

Figure 1 below illustrates the relationships between the Master Plan and the other project documents.

Figure 1: Moruya Airport Redevelopment Project Elements





2.0 CURRENT AIRPORT STATUS

2.1 EXISTING FACILITIES

The existing Moruya Regional Airport infrastructure and facilities are described in detail in the *Moruya Regional Airport Operational Plan*. The key aspects are:

Runways

- Primary runway 18/36 which is 1,523m long and 30m wide, surveyed and built to Code 3C instrument non-precision approach standards;
- Secondary runway 04/22 which is 827m long and 18m wide. This runway is surveyed to Code 2 non-instrument standards and provided with a runway strip meeting Code 2 non-instrument requirements. The maintained width of 18m is suitable only for Code 1B aeroplanes, which is adequate for the current GA light aircraft which use this runway.

Taxiways and aircraft parking

- A main apron compliant in size for a single SAAB 340 sized aircraft and connected by a short taxiway to the Runway 18 threshold;
- Parking for general aviation aircraft and helicopters is on grassed areas adjacent to the apron and on grassed areas in the GA area.
- An aviation fuel facility which has a self-service fuelling system for both Jet A1 and AVGAS aviation fuels including two 20,000 litre fuel tanks.
- There are numerous other leased buildings erected on the airport to service the various businesses and aviation activities including 12 individual hangars that accommodate over 39 local aircraft. All of these businesses are established to the south of Runway 04/22 and west of runway 18/36. The leased sites are accessed via a sealed taxiway connecting to Runway 04/22.

Navigation Aids

- A non-directional beacon (NDB) which is a ground-based navigation aid system is located on the western side of the airport. This system is owned and operated by Airservices Australia with Council maintaining the area surrounding the tower. As part of changes to Airservices navigation aid network the NDB will be switched off in May 2016 and subsequently decommissioned.
- The aerodrome also has published satellite-based GNSS circling arrival procedures for all runways and a runway aligned RNAV-Z (GNSS) approach to Runway 18.

Terminal and Landside

- A small terminal building was built in the 1960's and is of concrete block and timber construction.



- A formalised, bitumen sealed car park is located to the east of the terminal which provides for 28 parking spaces including one designated disabled space. There is also provision for short term drop off adjacent to the terminal;
- The current access road is Bruce Cameron Drive which runs off George Bass Drive to the south of the airport and serves the terminal and campground. The existing general aviation development is accessed by a partially sealed road.
- There are no sealed access roads to the western side of the airport. There are various unsealed tracks that provide some access to and from areas to the west including the NDB and secondary (northern) windsock.

Services

- Services such as electricity and telecommunications are provided to all existing buildings and facilities on site. Electricity is single phase only. Water and sewer are managed by on site systems.
- There are no services provided to the western side of the airport precinct.

2.2 HISTORICAL TRAFFIC

2.2.1 PASSENGERS

Historical annual passenger numbers are presented in the Moruya Airport Operational Plan and summarised in **Chart 1**.

Annual growth since 1995-96 averages approximately 3.5%. Since the replacement of 19-seat Metroliner aircraft in 2004-05 with 34-seat SAAB 340 aircraft operated by Regional Express, at which point annual passenger numbers increased by around 50%, growth has averaged just 1.6% per year.

2.2.2 AIRCRAFT MOVEMENTS

Historical annual aircraft movement numbers for the period 2004 through 2014 are summarised in **Chart 2**.

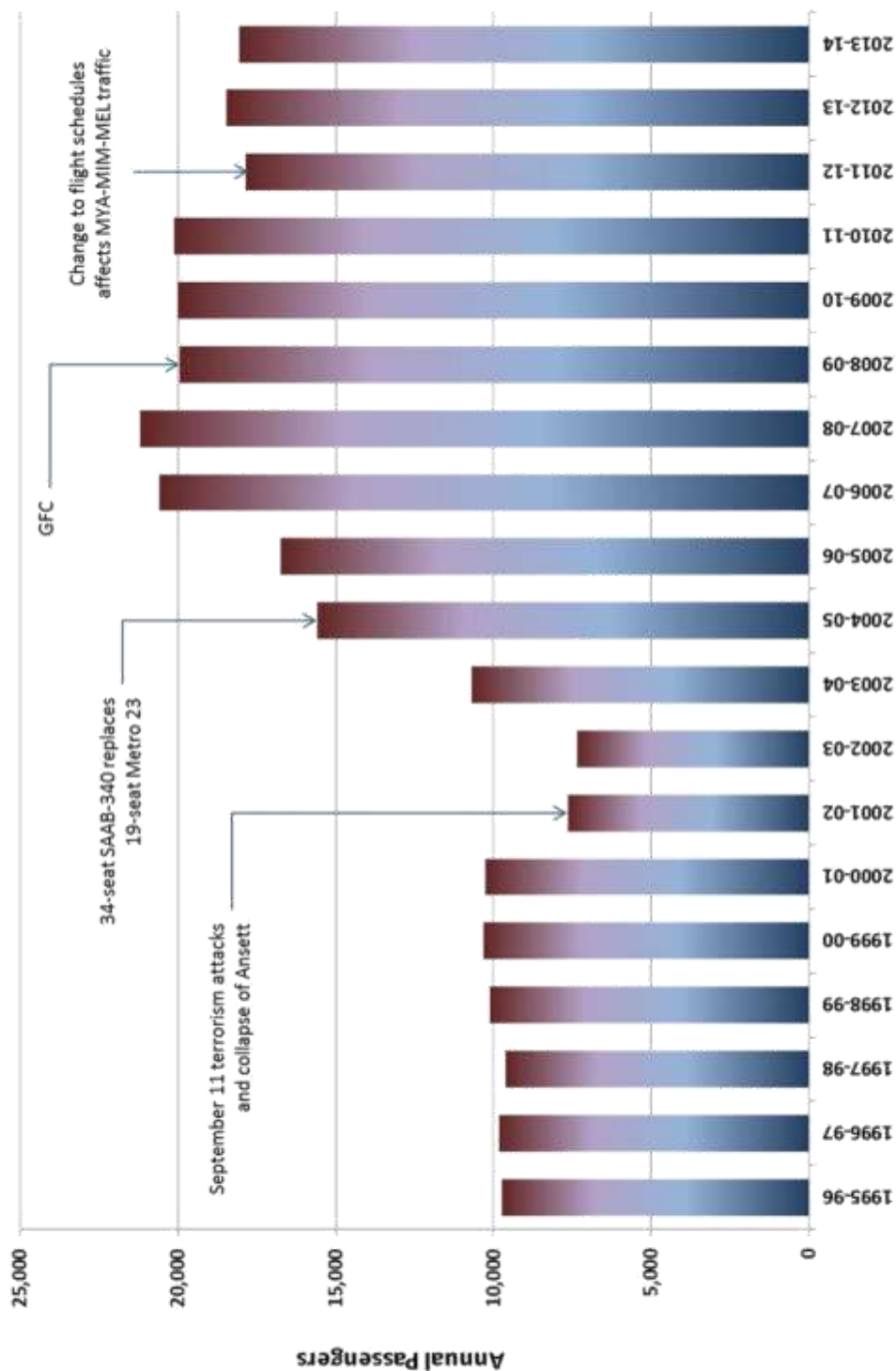
Regular Public Transport (RPT) movements have remained at a relatively constant over this period, being a function of the passenger demand, aircraft size and operating schedule.

General Aviation (GA) movements have increased significantly, more than doubling over the last 10 years from around 3,200 in 2004 to approximately 6,700 in 2014. This represents a compound annual growth rate (CAGR) of 7.6% for the 10 year period. This contrasts extremely favourably with national and global trends in general aviation activity which are generally static or, in many sectors, declining.

Chart 3 illustrates the number of aircraft movements by month, as an average over the years 2004 – 2014. January and December tend to be the busiest months, and June the quietest. This reflects both peak tourism seasons and typical weather patterns.



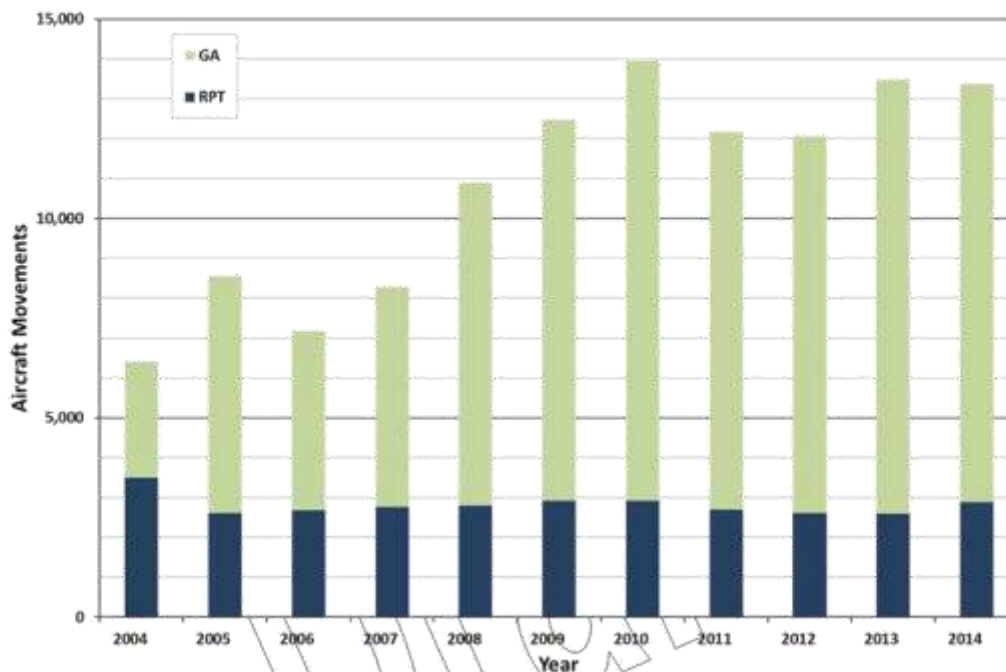
Chart 1: Historical Annual Passengers



Source: Eurobodalla Shire Council

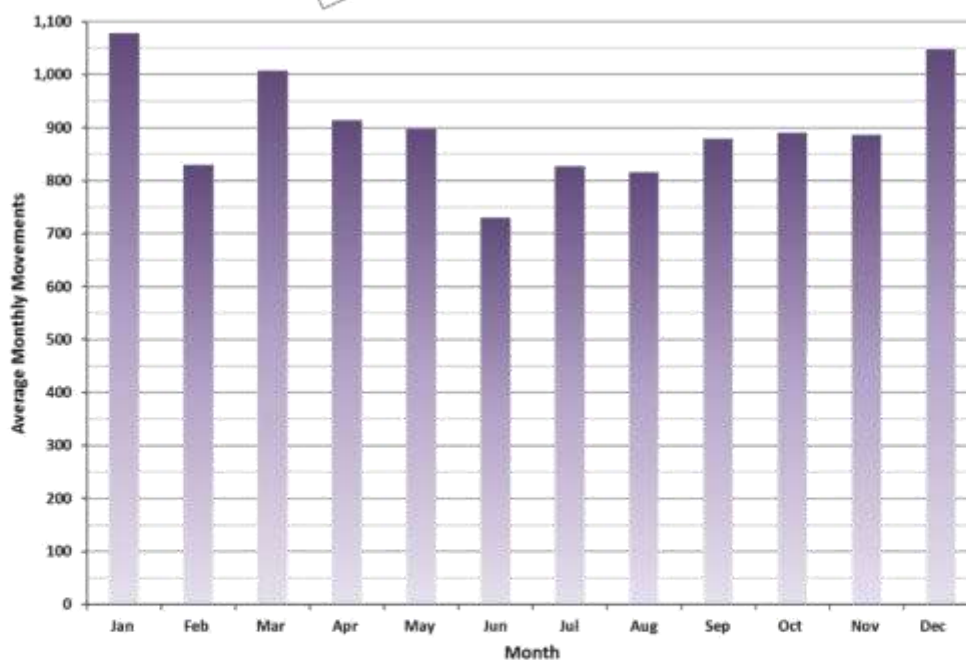


Chart 2: Historical Annual Aircraft Movements 2004 – 2014



Source: Eurobodalla Shire Council, BITRE

Chart 3: Aircraft Movements by Month 2004 – 2014



Source: Eurobodalla Shire Council



2.3 AVIATION BUSINESSES

The aerodrome enjoys a vibrant aviation business community. There are several local businesses that rely on the aerodrome to maintain viability, including the following.

Skydive Oz

A successful skydive business which operates tandem skydives from Merimbula, Canberra and around 20 towns and cities in regional NSW, in addition to Moruya. In Moruya Skydive Oz offers sport skydiving for qualified skydivers, week-long solo skydiving courses and a series of shorter courses. The company also offers professional skydiver training. It is one of only a handful of organisations on the east coast to do offer skydiving courses. Skydive Oz operates out of a purpose-built facility adjacent to the Moruya Aero Club. It is the busiest operator on the airport currently in terms of aircraft movements and employs 11 people.

Merit Aviation

Merit Aviation offers charter flights including a range of scenic tours, and also provides pilot training to RPL, PPL, CPL and instructor level. The proprietor is also Chief Flying Instructor for Moruya Aero Club Aviation, the flight training school of the Moruya Aero Club and coordinates the rental of short-term hangarage space. Merit Aviation has previously developed proposals for a multi-purpose facility providing flying training, aircraft storage, educational and conference areas and a café.

Sea Breeze Aviation

Sea Breeze Aviation is run by a qualified Licenced Aircraft Maintenance Engineer (LAME). The company services and maintains a range of light aeroplanes, float planes and helicopters. Installation of a paint spray booth is proposed which will operate as a standalone business creating an additional 2-3 jobs on the airport. 3-phase power is a critical enabler for this venture.

South Coast Seaplanes

Recently established at Moruya, South Coast Seaplanes offers a range of pleasure flights focussing on value-add products such as restaurant transfers, picnics and air taxi services.

The operation of float planes has some unique facility requirements, including a practical means of access between the aerodrome and the boat ramp, which are essential to the success of the business and which the company hopes Council will be able to accommodate.

Other operators with a significant presence on airport are the Moruya Aero Club and Westpac Surf Lifesaver helicopter base.

The Rural Fire Service (RFS) also operates regularly from Moruya during the bushfire season and has temporary facilities established to the north of the terminal and aviation fuel storage.



In addition to the aviation operators, Hertz operates a car, bus and truck hire business from the airport which also serves as the local office for customers not utilising the airport. This enhances the services provided to assist flying passengers. They occupy a service counter within the terminal building and an external car wash/garage facility adjacent to the terminal. Approximately 30% of customers are not airport users and therefore the aviation side of the business supports an additional car hire service to the wider community that may not be viable otherwise. Storage of hire vehicles is supplemented by using the airport car park.

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3.0 VISION AND STRATEGIC DIRECTION

3.1 AIRPORT VISION AND OBJECTIVES

The vision and strategic direction for Moruya Regional Airport is drawn from the approved *Eurobodalla Shire Council Moruya Airport Redevelopment Project Plan*¹.

"Under the Community Strategic Plan, the following objectives are relevant to the redevelopment of Moruya Airport:

- 5.1 Plan for and develop the right assets and infrastructure; and
- 5.2 Support the growth of our business community.

Within the delivery program 2013-17, under Business Activities, consideration of airport development supports the goal of 'Manage Council's activities to achieve a return for the Community'. Council wishes to explore opportunities for vacant land surrounding the airport's operations to be developed for commercial and potential residential investment. Development of these lands will assist the continuing viability of the airport as an important regional air transport link and help fund airport infrastructure ... into the future."

3.2 OPERATIONAL PLANNING

3.2.1 FORECAST PASSENGER NUMBERS

The *Moruya Airport Operational Plan* sets out lower and upper passenger growth rates of 1.6% and 3.7% respectively to estimate future passenger numbers. Demand for passenger services is based on a wide variety of factors including population base, the local economy, employment opportunities, tourism potential, alternative travel modes and ticket price.

Stage 2 of the *Moruya Airport Passenger Service Plan*, currently in preparation, will provide a detailed assessment of future passenger traffic. However, for the purposes of this Master Plan, some general observations about passenger growth can be made.

Tourism-focussed destinations in northern NSW, in particular Coffs Harbour and Ballina, experienced large increases in passenger numbers in the period 2005-2010, primarily as a result of the introduction of low-cost leisure-oriented airline services with one-way fares typically under \$100. Moruya Airport is currently not capable of accommodating the types of aircraft (Code 4C aeroplanes such as the Boeing 737 and A320) that low-cost airlines would need to operate in order to offer similar fare structures to the north coast NSW destinations. However, there are other factors than airport infrastructure which dictate the appropriate operating aircraft type. Port Macquarie is perhaps the most comparable with Moruya, although there remain some significant differences as the catchment population for Port Macquarie (both inbound and outbound) is

¹ Project Management Guide Moruya Airport Redevelopment E13.7122 8 August 2014 Version Number 1.1



substantially larger than that for Moruya. Port Macquarie is served by 68-seat ATR-72 and 74-seat Q400 aeroplanes.

3.2.2 CRITICAL AIRCRAFT

The critical passenger aircraft for the Moruya Airport for the short to medium term (10–20 years) is the 34 seat SAAB 340 which is currently in use. Beyond this period (20–30 years) it is likely that larger turbo-prop passenger aircraft such as the 74 seat Dash-8-Q400 currently operated by Qantas or the 68-seat ATR-72 currently operated by Virgin Australia will be in use. Beyond this, it is considered that there is a remote possibility 100–120 seat regional jet aircraft such as the Fokker 100 Boeing 717-200 or Embraer E170 might operate to Moruya in the long-term.

Although they vary substantially in size and capacity, the SAAB-340, Q400, ATR-72, F100, B717 and E170 are all Code 3C aircraft. From a planning perspective, this supports the adoption of Code 3C as the critical design aircraft for the airport in terms of the spatial configuration of aerodrome infrastructure. Major upgrades to pavement strength and lighting on Runway 18/36, the main taxiway and apron would be required to accommodate any aircraft larger than the current SAAB-340 operations. The cost of these upgrades would be substantial.

To achieve the requirements for Code 4C aeroplanes, which are even larger still, would be impractical on the current site without inhibiting any future development and would also require removal of almost all existing development and vegetation in order to accommodate the applicable safety clearance requirements.

In terms of general aviation, Code 2B is considered to be the appropriate reference code for planning purposes, with some taxiway and parking areas restricted to Code A light aircraft only.

3.2.3 RUNWAYS

The operational planning for runways described in the Moruya Airport Operational Plan will meet the requirements of the critical aircraft categories set out in **Section 3.2.2** above. The potential extension of Runway 18/36 to 1,800m should be protected to ensure the full range of code 3C aeroplanes can be accommodated at Moruya in future if passenger growth demands.

3.2.4 AIRSPACE PROTECTION

A set of Obstacle Limitation Surfaces (OLS) associated with a Code 3C instrument non-precision approach Runway 18/36 1,800m long and a Code 2B non-instrument Runway 04/22 maintained at the existing length has been prepared and is shown in **Figure C**.

In addition to the OLS, Eurobodalla Shire Council must also protect the PANS-OPS surfaces for existing and future non-precision instrument approaches. These include visual segment surfaces which are more restrictive than the Code 3C non-precision approach OLS over certain areas close to the runway.



4.0 STAKEHOLDER CONSULTATION

4.1 COMMUNICATIONS AND CONSULTATION

Eurobodalla Shire Council has engaged in discussions with stakeholders regarding the future development of the Moruya Regional Airport over recent years. In addition to drawing on these discussions, further consultation was undertaken on 8 and 9 December 2014. The following organisations and representatives engaged in the most recent discussions:

Paul Smith	Skydive Oz
Brian Cowden	Moruya Jockey Club
Gary Green	Recreational aircraft owner
Ted Radcliffe	T-hangar owner
Dave Fardell & Brad Avis	Moruya Aero Club
Tim Gilbo	South Coast Seaplanes
Nutsy & Natalie Fairweather	South Coast Seaplanes & Sea Breeze Aviation
Simon May	NSW Rural Fire Service
Sheldon Jones	Merit Aviation

4.2 STAKEHOLDER FEEDBACK SUMMARY

The following is a summary of the key feedback points raised during the stakeholder consultation. Points specific to individual businesses are identified in **Section 2.3**. Some points raised within the stakeholder consultation are considered commercial-in-confidence or otherwise confidential and are therefore not stated in this document.

- Growth in passenger operations beyond 70-seat turbo-prop aircraft operations is considered highly unlikely.
- The ability for short-term accommodation associated with commercial aviation businesses is essential to the viability of these businesses to operate at Moruya.
- This is a fantastic airport for recreational pilots. Nonetheless it should not be a drain on Council's financial resources and there is no expectation that private aviation should be subsidised by ratepayers.
- Lease conditions historically offered by Council have been impractical and overly onerous for both private tenants and commercial businesses. This is seen as the most significant impediment to development of the airport. Many users have sought to engage with Council to negotiate more commercially feasible terms in order to prepare a viable business case for potential investment. However to date Council has seemed unwilling or unable to participate in meaningful discussions and this has resulted in a perception among many



users that Council's processes discourage development at the airport. A 40-50 year lease is considered necessary for small businesses to obtain reasonable finance terms².

- Council must be realistic in the assumed value that may be realised from the sale of any residential lots. Figures which have been floated in the recent past have seemed unrealistically high.
- Provision of basic infrastructure including 3-phase power is a higher priority for existing businesses than an upgrade of the terminal facilities which are functional, although there is acknowledgement that an improvement in terminal facilities would be welcome including café facilities which might be utilised by campground occupants.
- Deciding on a final master plan is laudable, but it will be essential that Council also has the appropriate policies and processes to ensure development opportunities are realised.
- There are significant and commercially viable opportunities to develop private aircraft storage hangars, with reported cost of over \$10,000 per year at Canberra Airport to park an aircraft on grassed areas and aircraft owners displaced from Goulburn following issues there.
- A semi-industrial area, not necessarily aviation related, could be considered.

² It is acknowledged that legal restrictions in NSW require formal subdivision of land for lease periods longer than 5 years. For this reason, a number of regional airports in NSW have historically offered 5-year lease terms since their transfer to local government ownership in the 1990s. However, the standard leases offered by the Federal Airports Corporation (FAC) were for 25 years with 40 year tenure available for special developments. A number of regional airports are now considering 20 years as a minimum lease period, often with extension options, and accepting that the costs associated with formal subdivision are a necessary enabler for economic and business development.



5.0 DEVELOPMENT OPPORTUNITIES

5.1 PASSENGER OPERATIONS

5.1.1 PASSENGER TRAFFIC FORECASTS

At the time of drafting the Moruya Airport Master Plan, the Moruya Airport Passenger Service Plan was under preparation. The Passenger Service Plan will provide additional detail in relation to airline route viability, future markets and air service destinations, and expected operating aircraft types.

Phase 1 of the Passenger Service Plan entailed a detailed assessment of the current and recent historical performance of Regional Express Airlines' (Rex) Sydney-Moruya route³. This assessment was conducted in order to provide Eurobodalla Shire Council with an objective, balanced and detailed understanding of the viability of ongoing services to Moruya. The assessment found that the Sydney-Moruya/Merimbula services appear to be both viable and one of Rex's strongest regional routes in New South Wales. However, this does not mean that the route is highly profitable for Rex; the analysis also found that the profit margin of this route is likely to be limited to approximately 5% of total route revenues.

The Moruya/Merimbula route performs well in part due to strong overall demand relative to capacity, resulting in relatively high load factors on the route. Moruya accounts for approximately one in every three of Rex's South Coast passengers, with Merimbula traffic accounting for two-thirds of demand. While Moruya's share of overall traffic has increased, overall demand is still dominated by traffic to and from Merimbula. The assessment also identified that Moruya is relatively well-served by frequencies to and from Sydney, and Rex is uniquely positioned in the Australian market to offer this (high) level of frequency, and alternative airlines would likely have an inferior offering in this market.

Pending completion of Phase 2 of the Passenger Service Plan, the Moruya Airport Operational Plan includes predictive passenger numbers for the next 30 years based on upper- and lower-bound annual growth rates of 3.7% and 1.6% respectively. Based on this assessment the Moruya Airport Operational Plan concludes that:

- The Sydney-Moruya route is likely to remain below the current threshold for NSW regulated routes of 50,000 annual passengers for the next 30 years and therefore will continue to be operated by a single airline; and
- The current SAAB 340 operating aircraft type probably has at least 10-20 years of economic operating life remaining.

³ Moruya Airport Commercial Service Assessment Phase One, Final Draft, Ailevon Pacific Aviation Consulting.



More optimistic growth scenarios by comparison with regional centres such as Port Macquarie suggest that regular operations by 50-70 seat turboprop aircraft might occur in the 10-20 year timeframe.

Continuing to work with other local RPT airports, especially Canberra and Merimbula, to examine potential new passenger service routes will be important in ensuring growth opportunities are fully realised.

5.1.2 PASSENGER TERMINAL FACILITIES

Some expansion of the existing apron and terminal facilities will be required over time. Optimistic growth might require a terminal footprint of 1,000m² and 200 – 200 car parking spaces. Apron parking for up to two (2) Q400/ATR 72 and two (2) smaller SAAB 340 aircraft might be required. Although this is considered unlikely as a simultaneous parking demand, provision for this scenario would also accommodate lower frequency operations by 70-120 seat regional jet aircraft types such as the E170, F100 or B717.

5.2 COMMERCIAL AVIATION BUSINESSES

Through consideration of the characteristics of Moruya Regional Airport and general trends in the aviation industry, the following key opportunities have been identified.

Skydiving The current skydive operator has a successful business which also operates throughout NSW and interstate. It is one of only a few companies offering skydive training. Combined with Moruya's attractive setting and desirability as a leisure destination, this offers considerable potential for growth and for synergies with other tourism operators.

Pilot Training Pilot training can be separated into two broad groups. Airline academies provide high-intensity training to large volumes of mostly international cadets each year. These academies usually throughput 200 or more graduates per year, with around 150 on site at any time, and require an integrated campus incorporating accommodation, education, training and maintenance facilities occupying several thousand square metres. Such academies generate high-intensity flying operations with large volumes of touch-and-go circuits needing to be completed as efficiently as possible. Such academies are generally incompatible with significant volumes of other aviation activity and are increasingly concentrated at major metropolitan GA airports such as Bankstown in Sydney, Moorabbin in Melbourne, Parafield in Adelaide and Jandakot in Perth. These airport each handle several hundred thousand aircraft movements per year, the majority of which are related to the training of commercial airline pilots. In the case of Moruya, RPT operations would limit the availability of airspace for pilot training, which when it did occur would most likely restrict the ability to perform skydive drops to the airport.

On the other hand, recreational and private pilot training, or independent training of individuals towards commercial licences, is generally a more relaxed affair. The location of Moruya Airport would make it extremely attractive to trainee pilots in these categories as a place to combine training activities with other pursuits and enjoyment of the local area. Given that there are also increasing pressures (both commercial and operationally) for non-intensive pilot training businesses to relocate from the major metropolitan GA airports, it is considered that there are significant opportunities for such businesses to establish or relocate their operations at Moruya.

Charter and Merit Aviation and South Coast Seaplanes already offer scenic flights and a range of other leisure-



Pleasure flights	<p>based charters and pleasure flight opportunities. There is evident potential for growth in this sector in combination with increased tourism visitation in general and airport-based tourism in particular.</p> <p>Users of charter and pleasure flights by their nature tend to have relatively high disposable incomes, and so subsidiary opportunities for businesses serving impulse opportunities would seem to also have high potential. Restaurant and café offerings taking advantage of the scenic river and coastal location would seem to be an obvious possibility.</p>
Fixed-base operator	<p>Somewhat distinct from a charter operator, although potentially part of the same business operation, a fixed base operator (FBO) offers servicing for itinerant private, corporate and charter aircraft. In addition to aeronautical services such as re-fuelling, aircraft cleaning, line maintenance, and aircraft parking/storage this can include the provision of basic auxiliary services to pilots, flight crew and passengers. Again, catering to high-end visitors and in combination with the associated tourism draws to generate the itinerant aircraft demand, it is likely that the need for a FBO would develop over time.</p>
Aircraft maintenance	<p>As the number of aircraft based on the airport grows, and as the amenities available to visiting pilots increase, opportunities for the expansion of existing aircraft maintenance services will increase. As this grows, the viability of subsidiary specialist services such as avionics and aircraft interiors (seats & upholstery) will also grow.</p>

Some immediate and tangible opportunities for the expansion of existing aviation businesses and establishment of new ones were identified through the stakeholder consultation. These include:

- Sea plane charter tourism operations, to be operated by South Coast Seaplanes;
- A multi-use facility incorporating pilot training, small aircraft charter, educational and meeting facilities and a café; and
- Additional communal hangar facilities.

These operations would provide additional business to existing on-airport maintenance businesses and increase the viability of additional similar businesses establishing at Moruya.

In the longer-term (subject to obtaining funding) the Rural Fire Service (RFS) has indicated a desire to establish a fire base facility at Moruya, similar to recent development undertaken at Wagga Wagga. This would include an office building with administration, operational and crew facilities, water and fire retardant storage tanks and an aircraft refilling pad. Although more likely to occur over a 5-10 year timeframe, this development could be a staged approach with interim facilities located to suit a longer-term development.

5.3 PRIVATE AIRCRAFT STORAGE

A tangible and immediate demand for hangar storage space for light aircraft was also evident from the stakeholder consultation. The manner for delivery of this might be through the lease of individual lots to aircraft owners, or through a commercial arrangement whereby a developer leases a larger lot and constructs the hangar then charges users to occupy space. Both models are likely to be in demand and would serve distinct sectors of the market with differing needs.



Demand for hangarage from aircraft owners at Canberra and Goulburn airports is reportedly apparent, and this is expected to continue as there are very few practical alternatives.

5.4 AVIATION TOURISM

The location and aspect of Moruya Regional Airport is unique among similar facilities in Australia. When combined with the existing tourism-focussed aviation businesses operating from the airport the prospects for future growth of these businesses, and the opportunities for attracting further tourism-related activity to the airport, it is considered that a significant opportunity exists to develop tourism facilities which are geared towards the aviation activity at the airport. In fact, various concepts in this vein have been proposed since the 1960s.

The potential development could include holiday units at various levels of luxury with the option to park or hangar aircraft adjacent. Potential users of such facilities might include:

- Customers of aviation businesses including skydiving and pilot training;
- Light aircraft owners wishing to fly-in and stay overnight, or for a longer holiday;
- Private, business or corporate aviation users making short visits to Moruya; and
- Whilst the primary objective would be to serve aviation users, the accommodation could also be made available to non-aviation guests subject to demand in order to maximise the viability of the venture.

The nature and breakdown of the accommodation offer will need to be defined in detail and will include a mix of accommodation types be based on best commercial return. However it is considered that with the appropriate market research there could be potential for several broad levels of accommodation ranging from powered camping sites; motel-style units; self-contained apartments and/or luxury eco-cabins, or even medium density 'airpark' style chalet development.

The level of demand for such an offer is not proven, as it is a relatively innovative proposition with limited precedent against which to benchmark. However, Moruya Airport is one of a very small number of airports in Australia which offers the factors considered necessary for such an idea to succeed. It is therefore considered that if such a proposal proves not to be viable at Moruya, then it is unlikely to be so anywhere. On this basis the proposals are considered to warrant further detailed investigation and definition through the feasibility stage. At a qualitative level there was broad support for such a concept across the stakeholders consulted.

5.5 RESIDENTIAL AIRPARK

Airparks provide direct access to airfields and runways alongside residential dwellings. The demand for hangar accommodation combined with residence is becoming increasingly popular in Australia and can, in general, be considered an important growth sector. A number of factors however contribute to the success of an airpark development, including resident demographics, facilities and safety standards.

There are several successful airparks within Australia and these include the Whitsunday Aviation Village Estate, Gatton Airpark in Queensland, Yarrawonga in Victoria and Temora in New South



Wales. The Whitsunday Aviation Village Estate and Temora Park incorporate residential and commercial precincts. The Gatton Airpark is residential only, however, the residents own the airpark. There are airparks in planning stages located in Gympie, Queensland, and Denmark, Western Australia.

Airparks appeal to a certain demographic, which generally includes: aviation enthusiasts, charter businesses and holiday-makers. Key motivations for choosing to live in an airpark include:

- Sharing a common interest with like-minded people;
- A ready availability of aviation infrastructure; and
- The high level of security and convenience provided.

Airport-related amenity issues, such as potential noise from aircraft, are understood and are expected by residents.

According to a study of airparks in the USA, the estates generally consist of people, aged over 50 who are semi-retired professionals, with significant assets and moderate to high disposable income. They also have time available to fly and maintain their own aircraft. This selective demographic may also be attracted to the investment potential of airparks because there are few parks and property values within them are high, relative to similar property. No such studies are available in relation to Australian airparks, although there is no reason to suggest the findings would be different.

At a minimum, airparks must adhere to the relevant Civil Aviation Safety Authority (CASA) guidelines in relation to infrastructure, technical support and resident-use amenity. However, there is no requirement for airparks to be licensed. It should be noted however that none of the existing airpark developments are at airports which also serve airline operations and therefore the requirements in relation to segregation and control of airpark users with respect to safety and security have never been fully tested in Australia. Generally, resident access to the runway, taxiway and terminal areas has to be monitored and this requires a security system that can be accessed via a key pad or swipe card together with a limited number of taxiway connections to the airfield proper.

Lot size differs and depends on the location of the airpark, but general lot size falls between 800m² and 2,500m². The price of lots also varies, depending on the location and the facilities offered on site and the surrounding areas.

Uncontrolled and uncongested airspace is often a consideration among many potential airpark residents. The ability to incorporate both recreation and commercial facilities within an airpark also contributes to its success. These facilities may include businesses of the type currently established at Moruya such as scenic flying tours, charter flying, flight training and aircraft maintenance.

Anecdotal reports regarding the potential demand for residential airpark lots at Moruya is mixed, with suggestions that up to 40 lots were 'sold' off plan when the concept was mooted in the 1990s. However other feedback suggests that there is a general disdain for the idea. One important factor



to consider is to ensure that any development is in keeping with aspirations regarding nature and quality of the airport development as a whole, and that development guidelines are suitably clear on what is acceptable.

For a variety of reasons, long-leasehold arrangements provide greater power to ensure users comply with safety, security and general behavioural requirements. However, to encourage the investment needed to achieve a quality development freehold tenure may be necessary.

5.6 ADJACENT DEVELOPMENT

A major redevelopment of the Moruya Jockey Club facilities adjacent to the airport on the western side of George Bass Drive is proposed, subject to availability of grant funding, to develop an equestrian events centre. The development is expected to include around 80 powered camping lots for use by event attendees.

There are opportunities to promote synergies between the airport and the events which might take place at the equestrian centre, including packages for instance to include skydiving or float plane activities.

If this development proceeds it will essentially create a wider activity precinct centred on George Bass Drive on the western side of the airport. The Jockey Club development has the potential to create additional demand for non-aviation services and commercial offers in the adjoining parts of the airport land.



6.0 LAND USE PRECINCT CONCEPT PLAN

A land use precinct concept plan has been prepared to guide the redevelopment of Moruya Regional Airport in the short-, medium- and long-term. The land use precinct concept plan is presented at **Figure A** (refer Appendix A).

The adjacencies and relationships between precincts indicated on the land use precinct concept plan should be maintained to preserve the intent of the Master Plan. However, the plan incorporates flexibility with respect to the precise boundaries between some of the precincts, to allow for uncertainties in relative demand for various uses. In particular, the boundaries between land uses in the north-west of the airport should be subject to review as development proceeds. Staging is discussed further in **Section 7.1** but should be undertaken so as to maintain the maximum possible flexibility to adjust the relative extents of various land uses over time.

It should be noted that the layout of lots within the land use precinct concept plan is indicative at this stage. Although spatial proving has been undertaken based on relevant aviation clearances and typical road reserve widths, detailed design of road alignments has not been completed. Fire overlays, setbacks, native vegetation and biodiversity area requirements, and other specific constraints which may need to be considered at the detailed planning stage may affect the precise arrangement and number of lots which may be feasible in each precinct.

Access to George Bass Drive will be via a single intersection with appropriate turning lanes. An appropriate vegetated buffer would be retained between George Bass Drive and any development as identified in the biocertification analysis.

6.1 PASSENGER OPERATIONS PRECINCT

Background and Need

Previous development concepts have identified the development of a precinct dedicated to passenger operations on the western side of the airport. This has been in response to an expected need for terminal, apron and car parking facilities to expand in response to increasing passenger movements and the introduction of larger aircraft.

Although relocation of the terminal, car park and associated activity from the existing location is not considered absolutely essential for the purposes of accommodating likely passenger operations, some expansion of the existing apron and terminal facilities will be required over time. Constraints imposed by the adjacent campground will cause pressure on facilities such as car parking and are therefore likely to cause any expansion in the existing location to be sub-optimal. Should any of the more optimistic scenarios in relation to airline traffic occur then the facilities required to accommodate these would not be possible in the current location. A passenger operations precinct has therefore been identified on the western side of the airport in the medium to long term.



Precinct Objectives

- To provide high-quality terminal, apron and car parking facilities appropriate to realistic prospects for airline and larger charter aircraft operations in the medium-term, whilst ensuring flexibility to cater for any long-term potential passenger traffic scenarios.
- To enable Eurobodalla Shire Council to maximise the commercial viability of the airport by enabling a range of appropriate value-adding commercial activities, that will enhance the amenity to all airport users.

Location and Development Considerations

In order to accommodate parking of aircraft up to Code 3C size (with tail heights up to 9m which must be clear of the OLS), terminal, associated airport operations areas, car parking and road access, significant distance between the runway and any site boundary is required. The proposed location of this precinct is within the widest section of the western side of the airport, thereby offering the greatest flexibility to accommodate the necessary facilities associated with passenger operations.

The central location also enables this precinct to form a hub around which other development occurs, helping to achieve a critical mass of activity which can contribute to the viability of non-aviation businesses supporting general activity on the airport.

The passenger operations precinct makes allowance for the following:

- An apron capable of accommodating in its ultimate arrangement two (2) Q400 or ATR-72 in addition to two (2) SAAB 340 aircraft;
- A terminal footprint of approximately 1,000m² (nominally 40m x 25m), should this be required to incorporate the passenger and checked baggage security screening requirements associated with larger aircraft;
- Up to 6,000m² of car parking (approximately 250 spaces);
- An airport operations zone for safety vehicles, ground servicing equipment, electrical switchboards, airfield lighting control emergency generator and other essential airport operational facilities;
- An aviation fuel storage compound with access from landside and airside for refuelling trucks (for Jet A-1 users) and a taxi-up capability for AVGAS bowser;
- Ten (10) lease lots of between 750-1,200m² suitable for commercial use such as offices, service station, mini-mart, car rental services, travel agent or other tourism-related or airport-related businesses; and
- The opportunity to provide a wide boulevard entry to the airport along an axis approximately representing the previous east-west runway running through to the terminal and main apron beyond.

Development on such a scale, and relocation of the existing (functional) terminal facilities is not currently justified on economic grounds. Even when development of this precinct does occur, it is



envisaged that a staged approach will be adopted, commensurate with levels of demand and a suitable business case.

Council has plans for a minor terminal upgrade on the current site, and this will improve the facilities for passengers to a modest degree in the immediate term. By undertaking some modest alterations and additional to the existing terminal now, expected passenger growth for the short- to medium-term can be accommodated in an economical and affordable way. The possible triggers for relocation of the passenger operations facilities from the current location are considered to be:

- Growth in passenger numbers beyond that currently expected, or the introduction of larger operating aircraft types which cannot be accommodated by the existing facilities;
- A commercial imperative because of the value of aviation tourism development on the current terminal site (see **Section 6.4**); or
- Commercial benefits as a result of generating a 'critical mass' of activity on the western side of the airport, in conjunction with adjacent development. Such critical mass might mean that there are synergies in concentrating demand for airport-related services (e.g. rental cars, food and beverage offers, convenience retail, other commercial sites) rather than splitting this into geographically separate zones.

Beyond the current plans for modest enhancement of the existing terminal facilities, further significant investment in the current passenger facilities may be more economically beneficial if diverted towards establishing the relocated Passenger Operations Precinct. The business case for such relocation should be therefore be kept under continual review and routinely assessed prior to proceeding with any investment relating to passenger terminal or apron facilities, to ensure the most economically advantageous timing for relocation of facilities is implemented.

6.2 COMMERCIAL AVIATION BUSINESS PRECINCT

Background and Need

Tangible opportunities have been identified through the stakeholder consultation for potential development of further commercial aviation businesses on the airport, subject to the availability of suitable lease lots. In addition, it is expected that increasing pressure on airports such as Bankstown and the uncertainty associated with the long-term future of Camden Airport, will lead to other opportunities to attract aviation businesses to locate at Moruya.

Precinct Objectives

- Provide adequate opportunities for aviation businesses to establish at Moruya Regional Airport.

Location and Development Considerations

For a range of reasons, it is desirable from an operational perspective to separate active aviation businesses from recreational aircraft storage. Lot sizes adequate to accommodate aircraft of various sizes from small single engine aircraft to 18-seat twin turboprop types are needed as commercial operators often utilise or service a range of different aircraft types. Operational hangars



need to accommodate offices and workshops and provide sufficient room to work around aircraft in addition to providing basic shelter. Wider taxiway routes to accommodate the larger aircraft. All of this means that greater space is generally required for a commercial aviation subdivision than for private aircraft storage.

A dedicated precinct for commercial aviation operations is proposed adjacent to the passenger operations precinct. In order to take full advantage of the deeper parts of the available site, and to emphasise the commercial viability of the passenger operations precinct as a hub for all airport operations, the commercial aviation business precinct is proposed on both sides of the passenger operations precinct.

The southern section of the precinct would logically be developed first, as it is the closest to existing utilities connections. This allows the area to be developed independently of any relocation of the terminal operations. The southern section itself could be developed in sub-stages and ultimately provides:

- Approximately 20 direct airside accessible lots of 1,500-1,700m² in size and suitable to accommodate an operational hangar and leased external aircraft parking area for Code B aeroplanes (up to 24m wingspan);
- One (1) larger airside lot of around 4,000m² total area that would be suitable for an RFS aerial fire-fighting operations base;
- One (1) larger airside lot of around 6,000m² with direct frontage to George Bass Drive that would be suitable for a premium business operation;
- Approximately five (5) lots without airside access between 1,250m² and 2,200m² in size, which would be suitable for light industrial use by businesses supporting aviation business but not requiring direct access to the airfield.

The northern section could accommodate a further twelve (12) standard 35m wide by 50m deep lots suitable to accommodate an operational hangar and leased external aircraft parking area for Code B aeroplanes.

6.3 PRIVATE AIRCRAFT STORAGE PRECINCT

Background and Need

Regardless of whether the manner of satisfying this opportunity is commercial in nature or directly with private individuals, the operational requirements of private aircraft users are different from the needs of commercial aircraft operators. This type of use therefore warrants a distinct precinct where private aircraft storage can be concentrated.

Precinct Objectives

- To provide an area where a range of different private aircraft storage facilities can be provided, whether by individuals for their exclusive use, in consortia, or through a developer.



Location and Development Considerations

Whilst it is considered that demand for sites usable for private aircraft hangarage is immediate, the private aircraft storage precinct should be located taking into account the preferred location of the commercial aviation business precinct.

Aircraft storage hangars have a lesser imperative for servicing than commercial businesses. Whilst mains power is desirable, it is possible to provide this by other means such as solar or by generator. Likewise potable water is not essential and users can install individual tanks for any washing facilities they may require. Generally other than access to a common ablutions block, there is no requirement for sewer. However, the level of servicing to be provided to these lots and the timing of its provision would be a development decision to be taken by Council consistent with the needs of users, financial and commercial considerations.

This precinct ultimately provides for approximately 30 individual hangars each capable of accommodating a single light aircraft of up to 12m wingspan. However, greater space efficiencies may be realised by merging individual lots to provide for multi-bay hangars within which space can be allocated to particular users according to need. Therefore, it is envisaged that within a nominal 15m deep hangar lease strip, individual lot boundaries could be adjusted to suit demand for the construction of hangar structures with varying widths.

6.4 AVIATION TOURISM PRECINCT

Background and Need

The primitive campground serves an important need for tourism accommodation in the region. Its adjacency to the airport provides a unique opportunity, as does the location of the airport. However, it is considered that there may be other accommodation markets which are not served by the campground. Moreover there is currently no connectivity between the airport users and the excellent natural environment. There is a clear opportunity to take advantage of this situation to maximise the outcomes for the Shire, airport and campground users.

Precinct Objectives

- Maximise the linkages between aviation and other tourism activities in the area, including those established on the airport.
- Enable the provision of a range of airside-accessible accommodation offers which would be attractive to a variety of aviation-related users.

Location and Development Considerations

The ocean view and beach aspect of the eastern side of the airport is ideally suited to tourism accommodation. The success of the primitive campground is testament to this. It is imperative that such development occur in this zone if it is to achieve the objectives.

However, there are environmental restrictions on much of the land to the north of Runway 04/22. There are also obstacle limitation surface clearances and issues such as building generated windshear to be mindful of. Furthermore, to achieve the precinct objectives there would need to be



a level of permeability between the airfield, campground and the beach provided by easy landside as well as airside access. Nevertheless, with careful design which is sensitive to these matters, these difficulties are not considered insurmountable.

The mix of accommodation offer(s) needs to be defined in more detail following appropriate market research and involvement by the prospective operator(s) in order to determine what product will provide the best commercial return.

6.5 RESIDENTIAL AIRPARK PRECINCT

Background and Need

A residential airpark precinct has been part of the overall vision for Moruya Airport for many years. Given the airport's location, there is a view that land on which owners could build a hangar/house dwelling would be in demand and that the sale of a portion of the airport land could generate revenue to help fund other development. This is not unreasonable and has reportedly been proven in the past.

Airpark development in Australia has had mixed results. There are several commercially successful developments. However, the quality of the resulting community varies greatly. The viability of an airpark development at Moruya needs greater proving at a feasibility level. However, implemented carefully, it is considered to have sufficient potential to include in the overall Master Plan.

Precinct Objectives

- Provide an area where prospective airpark residents can construct a dwelling with integral hangar facilities and with access to the airfield.
- Ensure any airpark development is not to the detriment of airport operations or the future flexibility to accommodate other development.

Location and Development Considerations

For reasons associated with aerodrome safety, security and ease of compliance with civil aviation regulations, maintaining the greatest separation between residential airpark lots and any passenger or commercial aviation business operations is necessary. Given the probable need to offer a freehold tenure or a 99-year leasehold, the land occupied by the airpark should be that which otherwise makes the least contribution to the airport operations. The area in the north-west of the airport meets these requirements. Given its shape, this area is effective only for relatively small and/or irregularly shaped lots which are not attractive to commercial aviation businesses and therefore suitable for private hangar storage or a combination of hangar and home.

The area identified on the Master Plan allows for:

- Around 19 lots of between 875m² and 1,200m² in area, and of dimensions suitable to accommodate a hangar for a typical single-engine private aircraft and a modest 2-3 bedroom home with garage;
- Road access inside the western perimeter of the airport;



- A cul-de-sac taxiway arrangement with a single central access point to the airfield which could be controlled.

The precinct would need to be serviced and the cost of achieving this would need to be factored into any business case. An alternative approach might be for Council to engage with a local developer in order to finalise the plans and approach the market.

6.6 EXISTING OPERATIONS PRECINCT

Background and Need

This precinct accommodates all of the businesses currently operating on the airport. The majority of these are satisfied with the current location and there is no reason to relocate them. This precinct should therefore continue to provide for these existing operations.

The public boat ramp on the Moruya River is currently accessed via airport land. This brings users of the ramp into contact with the airport facilities and offers obvious commercial opportunities. The operation of float planes in particular requires easy access to the boat ramp as well as the airfield and practicalities dictate that float plane business would desire to locate in close proximity to both.

Precinct Objectives

- Provide for the continued operation of existing users who wish to remain in their current location;
- Continue to provide for public access to the boat ramp; and
- Facilitate the operation of float planes by ensuring practical connectivity between the boat ramp and the airfield.

Location and Development Considerations

The location of this precinct is defined by its pre-existing use. However some improvements to the provision of services (in particular, 3-phase power) and road access are needed.

To the north of Bruce Cameron Drive is an area suitable for additional airside access lots. One or more of these would be suitable as a base for float plane operations, which require regular access to and from the existing boat ramp location.

Any development to the south of Bruce Cameron Drive would need to respect the applicable zoning, which is currently E2 Environmental Conservation.

6.7 OTHER OPPORTUNITIES

6.7.1 TOURISM SUPPORT

Although the majority of future development is anticipated to be on the western side of the airport, development of the Aviation / Marine Precinct and the Aviation Tourism Precinct will generate additional activity and visitation to the southern portion of the site. In conjunction with the campground this may generate viability for some small scale amenity such as a café/kiosk, bar/restaurant, or mobile food van, to serve the needs of visitors, aviation operators and others.



The land to the north of the Aviation / Marine Precinct and west of the Existing Operations Precinct may warrant further investigation to identify which, if any, of these opportunities might be compatible with the relevant constraints on development in this area, which include identified conservation and biocertification objectives and obstacle clearance requirements to Runway 18/36.

6.7.2 ECO-TOURISM

The current extent of the Aviation Tourism precinct north of Runway 04/22 is limited by the constraints on development to the north of the existing airfield perimeter fence. This land is designated as conservation area and serves important biocertification purposes.

Nevertheless, this area offers one of the unique juxtapositions of airfield and coastal environment in Australia. The possibility of enhancing an ecologically-focussed tourism offering, at some point in the future, by appropriately integrating sustainable accommodation facilities within the vegetated area is a potentially attractive one from an economic viewpoint.

Accordingly, this may warrant further investigation and determination of the precise constraints on development – geographically in terms of acceptable level of impact – to ascertain if there is any possible scope for permeability of this boundary to take advantage of the unique natural setting.



7.0 IMPLEMENTATION

7.1 STAGING AND SEQUENCING

Implementation of the development will need to occur in accordance with generated demand for each of the land use types indicated on the land use precinct concept plan. In accordance with prudent investment practice, each distinct development stage should be subjected to a detailed business case prior to proceeding, to be prepared once further information has been gathered through the feasibility phase in accordance with the current project plan.

The development concept has been prepared such that the sequencing of development can, to a large extent, be undertaken in a flexible manner which can respond to the relative demand for each precinct. Nevertheless, an indicative sequence of development has been identified, based on current understanding of the level, timing and likelihood of demand for the various precincts. This indicative staging concept plan is shown in **Figure B** (refer Appendix A). The conceptual staging envisaged is as follows.

- Stage 1** The first stage of development would incorporate the Aviation / Marine Precinct and Phase 1 of the Commercial Aviation Business Precinct.
- Immediate and real demand was identified during the stakeholder consultation for potential developments that would be suitable for each of these precincts. Subdivision of these areas represents the logical immediate development opportunity, being the most cost-effective to service with engineering utilities. Utility supply would progress from south to north, whilst the internal access road and a new intersection with George Bass Drive would be provided.
- Stage 2** The next most viable development is considered to be the commencement of the Private Aircraft Storage Precinct. At least one stakeholder indicated that they feel there is currently sufficient demand for both short- and long-term private aircraft storage space to justify an investment.
- Stage 3** The third stage of development is considered to be Phase 1 of the Aviation Tourism Precinct. This stage can be completed without the need to relocate the existing terminal or apron facilities. Servicing and road access are relatively straightforward with connections from the existing terminal and camp ground utilities.
- The level of demand for this precinct is yet to be fully proven, however this development is expected to have relatively low facilitation costs thereby maximising the prospects for a viable commercial proposition – at least in relation to the development south of Runway 04/22 – and the scale of development can be cost-effectively adjusted to suit actual demand.
- Stage 4** Development of the Residential Airpark Precinct is expected to form the fourth stage of development, although subject to confirmation of demand a business case could potentially be formulated to undertake this development in parallel with or even prior to the Aviation Tourism Development.
- The residential lots would most economically be subdivided, serviced and accessed from the southern end progressing in a northerly direction subject to demand.



Stage 5 Once development of the Commercial Aviation Business Precinct, Private Aircraft Storage Precinct and Residential Airpark precinct are sufficiently established, consideration might be given as to whether relocation of the terminal facilities to a Passenger Operations Precinct would be beneficial. This would tie together the other developments and help to create a 'critical' mass of activity. Such relocation would also vacate the area required in Stage 8 for Phase 2 of the Aviation Tourism Precinct.

The trigger for this relocation is likely to be a combination of increasing passenger numbers requiring larger aircraft, commercial desire to service other aviation businesses on this side of the airport, and the opportunity to undertake Phase 2 of the Aviation Tourism Precinct to generate commercial and economic benefits to the Shire.

Whilst relocation is not entirely contingent on larger aircraft, the new infrastructure would sensibly be developed to accommodate the larger Q400 or ATR72 turboprop aircraft types following relocation. An upgrade to pavement strength on Runway 18/36 in addition to the costs identified for this stage also needs to be taken into account.

Stage 6 As demand for Commercial Aviation Business Precinct lots grows, development of the additional ten (10) lots within Stage 6 can be quickly facilitated. The addition of a landside access road will enable subdivision of five lots, and provision of a taxiway will provide access to a further block of five. Servicing can be connected to Phase 1 of this precinct, or via the Passenger Operations Precinct dependent on respective costs.

Stage 7 The final stage in development of the eastern side of the airport is expected to be provided by Phase 3 of the Commercial Aviation Business Precinct.

Provided that development adjacent to this area has occurred by this time, infrastructure for this precinct can be incrementally expanded from the surrounding development.

Stage 8 Phase 2 of the Aviation Tourism Precinct requires the relocation of the terminal facilities and cannot therefore occur prior to Stage 5. However, it may proceed at any time once the new Passenger Operations Precinct has been established, whether or not the need for additional tourism development is a trigger for the terminal relocation. Whether this is in parallel with or prior to Stages 6 and 7 will be dependent on relative demand. Servicing of this precinct is expected to be straightforward and of minimal cost at the time the development is undertaken.

Whilst the sequence above provides an approximate guide to the likely sequence of development, there are several areas where it is acknowledged that areas may be developed in parallel, or staging may be adjusted in order to suit demand. In particular, Stages 1 through 4 may proceed in parallel, or in alternative sequencing permutations, as the demand for the various areas is not necessarily linear in nature due to the distinct uses envisaged within each precinct.

7.2 INDICATIVE COSTS

An indicative estimate of costs associated with road access, utilities and airfield movement area facilities, has been prepared for each of the concept stages outlined in **Section 7.1** above. These are summarised in **Table 1**.

When considering these costs, it is important to understand the limitations inherent within cost estimates prepared at the master planning stage. Given the minimal level of design information



available at this point these indicative costs should be treated as being to a level of accuracy of no greater than +/- 50%, pending preparation of preliminary design information.

Table 2: Indicative Cost Estimates

Stage	Base Costs (Ex. GST)			Allowances	Total Indicative Cost (Inc. GST)
	Roadworks	Utilities	Airfield		
Stage 1	\$1.00 million	\$1.18 million	\$0.47 million		\$ 4.3 million
Stage 2	\$0.24 million	\$0.17 million	\$0.55 million		\$ 1.6 million
Stage 3	\$0.35 million	\$1.30 million	\$0.24 million	Preliminaries 15%	\$ 3.1 million
Stage 4	\$0.61 million	\$1.55 million	\$0.32 million	Contingency 30%	\$ 4.0 million
Stage 5 ⁽¹⁾	\$0.62 million	\$0.10 million	\$3.00 million	GST 10%	\$ 6.1million
Stage 6	\$0.07 million	\$0.20 million	\$0.11 million		\$ 0.7 million
Stage 7	\$0.12 million	\$0.29 million	\$0.09 million		\$ 0.9 million
Stage 8	-	-	\$0.11 million		\$ 0.2 million

Notes:

- (1) Stage 5 includes nominal allowance of \$1.5 million for terminal building, and includes for new taxiway and apron pavement areas to sufficient size and strength to accommodate 1x Q400/ATR72 and 1x SAAB 340 aircraft parking positions and approximately 3,000m² of car parking. This represents approximately half of the ultimate development infrastructure envisaged within the Passenger Operations Precinct, which would only be developed in response to further increases in demand and would add a further \$3.8 million. Costs of strengthening the existing Runway 18/36 pavement are however excluded from this indicative cost.
- (2) All rates based on generic rates for typical base cost items listed. No specific locational allowance or regional weighting has been incorporated.
- (3) Costs have been prepared in the absence of feature and level survey or preliminary design.
- (4) Capacity of existing utility services has not been assessed and cost of upgrading the existing supply network is not included.
- (5) Total costs are rounded up to the next \$0.1 million.
- (6) All costs are indicated in 2015 dollars.

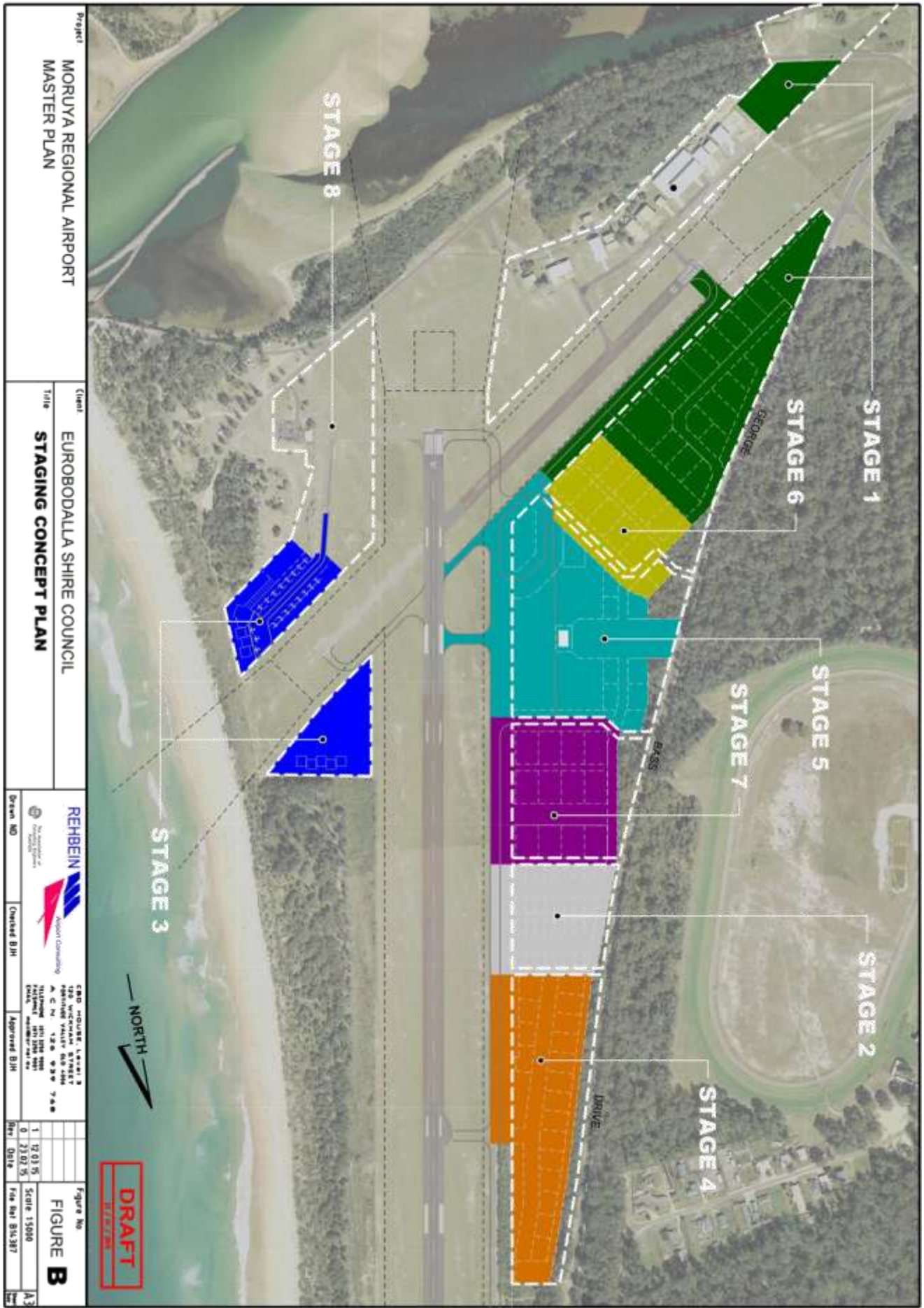


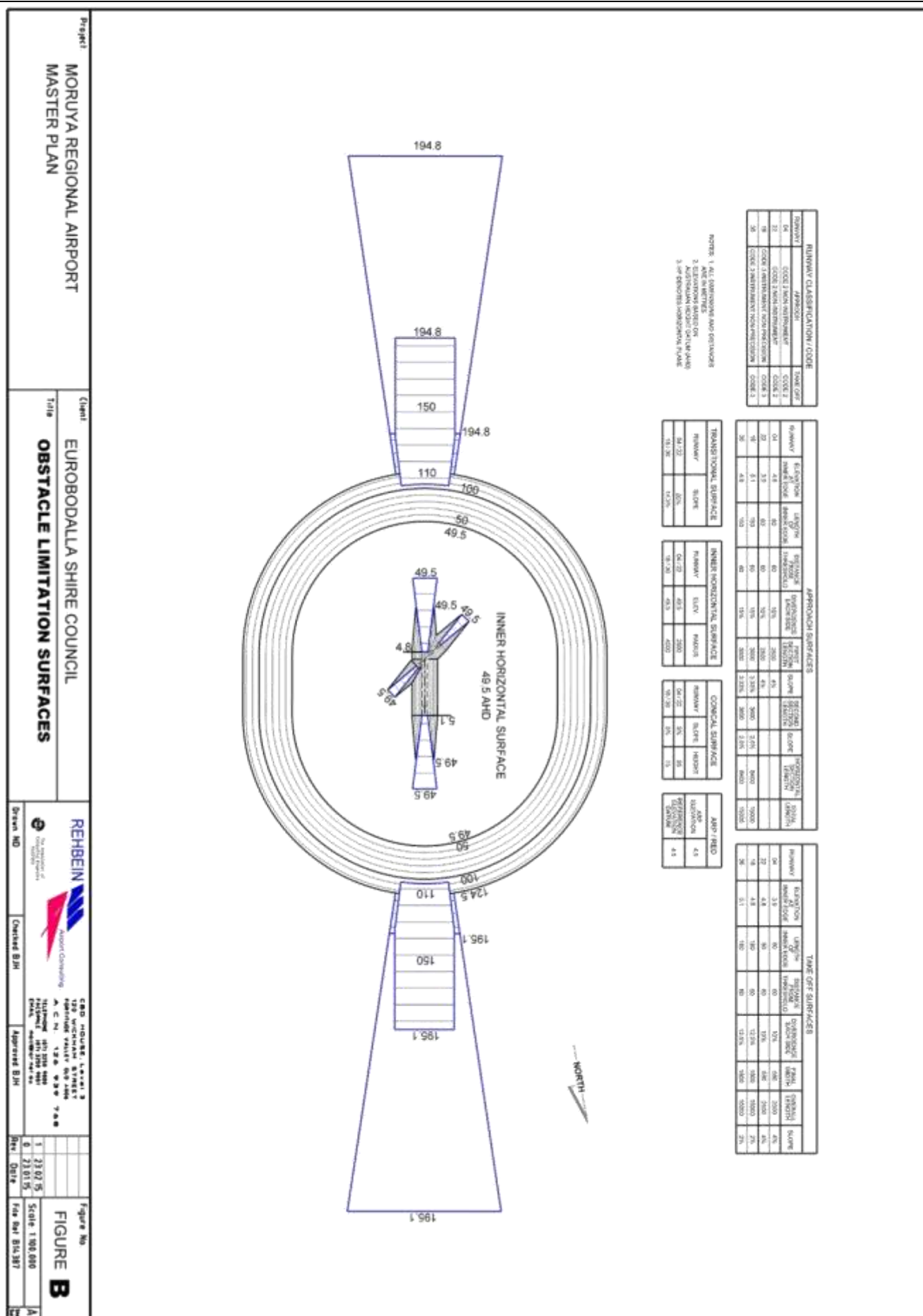
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APPENDIX A

FIGURES







FBD15/040 LICENCE FOR RALLY FOR RECOVERY

91.2263.B

Responsible Officer: Anthony O'Reilly - Director Finance and Business Development

Attachments: Nil

Strategic Objective: Support Services

Delivery Program Link: SS3.3 Provide administrative, technical, professional and trade services

Operational Plan Link: SS3.3.4 Manage Council property to achieve best value to the community

EXECUTIVE SUMMARY

Rally for Recovery has been operating from the former Tomakin Fire Shed since 2001. A former licence expired in 2010.

Rally for Recovery now wishes to improve the current facilities with minor additions to replace temporary structures. They also want a new licence to secure their tenure.

This report recommends owner's consent be given to the necessary development application and a new licence be granted subject to statutory advertising.

RECOMMENDATION

THAT:

1. Owner's consent be given to a development application for the use and extensions to the existing community building within Pt Lot 33 DP 207386.
2. The intention to grant a five-year licence over Pt Lot 33 DP 207386 at Tomakin to Rally for Recovery Inc. to conduct sales for fundraising be publicly notified in accordance with Section 47A of the Local Government Act 1993.
3. In accordance with Section 47A of the Local Government Act, following receipt of any objections a further report be presented to Council for consideration.
4. Subject to no objections being received, a five-year licence over Pt Lot 33 DP 207386 at Tomakin be granted to Rally for Recovery Inc. to conduct sales for fundraising with a fee of \$464 plus GST with conditions including:
 - (a) Provision of a certificate of currency for public liability insurance in the amount of \$20 million.
 - (b) The Licensee being responsible for the repair and maintenance of the building.
 - (c) The Licensee maintaining the premises in a clean and tidy condition.
 - (d) The licensee operating the permitted activities in accordance with the Work Health and Safety Act 2011 (NSW) and the Work Health and Safety Regulation 2011 (NSW).

BACKGROUND

Rally for Recovery has been operating from the former Tomakin Fire Shed located on Community Land at Tomakin since 2001.

FBD15/040 LICENCE FOR RALLY FOR RECOVERY

91.2263.B

The previous licence expired in 2010 at a time when the group was looking to expand their operation. The use of the public land by Rally for Recovery was a prohibited use. To overcome this issue and to assist Rally for Recovery, Council, when it prepared the new Local Environmental Plan, included a provision to facilitate the activities, subject to development consent.

The group now wishes to improve the current facilities including the construction of minor additions to replace temporary structures.

CONSIDERATIONS

Legal

The proposed improvements will require the lodgement of a DA with owner's consent.

Rally for Recovery has been operating without any tenure and it would be appropriate for a licence to be granted. Prior to granting a licence however, as the land is classified as Community Land, in accordance with the provisions of the Local Government Act 1993 (NSW), Council's intention to grant a licence must be publicly notified. If any submissions are received they need to be considered before a decision to grant a licence is made.

Asset

Due to Rally for Recovery having fulltime occupation of the building it cannot be used by other groups. Accordingly it is considered reasonable for Rally for Recovery to be responsible for the repair and maintenance of the building and for keeping the surrounding premises in a clean and tidy condition.

Social Impact

Rally for Recovery sales at Tomakin are extremely popular and have made the fundraising efforts very successful. Rally for Recovery has raised in excess of \$1.2million and are on track to raise over \$150,000 this financial year for Sydney Children's Hospital Foundation.

Communication / Consultation

We will consult with the community by seeking feedback through a 28 day Public Exhibition where the proposed licence will be on Council's website and advertised on Council's noticeboard page in two local newspapers.

Financial

In accordance with other licences granted to not-for-profit groups for the use of public buildings, a fee in line with the Crown Land Statutory Minimum rent, currently \$464 p.a. plus GST is considered appropriate.

CONCLUSION

Rally for Recovery is a successful fundraising organisation.

The proposed improvements are not significant but will ensure a safer working environment for the volunteers.

Owner's consent should be given to the DA and a five-year licence would be appropriate to ensure secure tenure and legalise the fundraising operation.

FBD15/041 LICENCE FOR COMMUNICATIONS LINK - MT WANDERA

E80.0427

Responsible Officer: Anthony O'Reilly - Director Finance and Business Development

Attachments: Nil

Strategic Objective: Support Services

Delivery Program Link: SS3.3 Provide administrative, technical, professional and trade services

Operational Plan Link: SS3.3.4 Manage Council property to achieve best value to the community

EXECUTIVE SUMMARY

Council constructed a telecommunications tower on Mt Wandera some years ago as part of its radio network with a PO held from Crown Lands. After improvements in technology and an alteration to Council's radio network the PO was deemed unnecessary and allowed to lapse. A licence is once again required to host a new radio link to the Batemans Bay Library and will also allow other community organisations to establish communications facilities on the site.

RECOMMENDATION

THAT a licence for Council's communications facility on Mt Wandera be entered into on standard terms and conditions offered by Crown Lands.

BACKGROUND

Council constructed a telecommunications tower on Mt Wandera many years ago as part of its radio network and held a Permissive Occupancy (PO) from Crown Lands.

As a result of changes to the radio network the PO was deemed unnecessary and was allowed to lapse.

The tower is now necessary to accommodate a radio link to the Batemans Bay Library and therefore tenure over the site is again required.

CONSIDERATIONS

Crown Lands have been approached and will grant a licence over the former site of the PO.

Legal

A licence granted over the site will provide secure tenure for Council's communications infrastructure.

Asset

The previously constructed infrastructure including a tower and equipment hut does not require upgrading, allowing for immediate use of the facility.

Social Impact

The site may also be used by WICEN NSW Inc. a volunteer group comprised of licensed amateur radio operators who provide emergency communications in times when the public communications infrastructure such as phone networks degrade or fail. WICEN operates as a

FBD15/041 LICENCE FOR COMMUNICATIONS LINK - MT WANDERA

E80.0427

specialist support squad of the Volunteer Rescue Association, providing recognition through the State Emergency and Rescue Management Act 1989 and the State Rescue Board.

Financial

The cost annual licence fee will be accordance with the IPART determined fees which is currently \$7,245p.a.

Council may be eligible to apply for a rebate subject to meeting criteria that are currently being established.

CONCLUSION

The re-establishment of tenure over Council's previously established communications facility on Mt Wandera is required for a radio link to the Batemans Bay Library and will also allow other community organisations to establish communications facilities on that site.

**FBD15/043 DEED OF AGREEMENT FOR USE OF WASHING FACILITY BY
ESSENTIAL ENERGY**

80.0238

Responsible Officer: Anthony O'Reilly - Director Finance and Business Development

Attachments: 1. Fee for Use of Washing Facility (Confidential)

Strategic Objective: Support Services

Delivery Program Link: SS3.3 Provide administrative, technical, professional and trade services

Operational Plan Link: SS3.3.4 Manage Council property to achieve best value to the community

EXECUTIVE SUMMARY

A vehicle washing facility located at the Moruya Works Depot has been used by Essential Energy to clean its vehicle fleet under a Deed of Agreement for the past five years.

The current Deed expires on 30 May 2015 and Essential Energy has requested a Deed for a further five years.

The use of the facility by Essential Energy does not unduly interfere with the operation of the Council's Works Depot and provides a small income to offset the operational costs of the Council workshop.

RECOMMENDATION

THAT a Deed of Agreement be entered into with Essential Energy to use the Washing Facility at the Moruya Works Depot for a period of five years with the fee set out in the Confidential Attachment to this report and other conditions the same as the current Deed.

BACKGROUND

A vehicle washing facility located at the Moruya Works Depot has been used by Essential Energy to clean its vehicle fleet under a Deed of Agreement for the past five years.

The current Deed expires on 30 May 2015 and Essential Energy has requested a Deed for a further five years.

CONSIDERATIONS

The current agreement is working without any problems and the operational staff at the depot raised no objections to the continuation of the arrangement.

Legal

The Deed provides Essential Energy the legal right to use the washing facility to clean its vehicle fleet.

Asset

The use of the washing facility by Essential Energy does not unduly interfere with the operation of the Council's Works Depot. This is a condition in the Deed along with restrictions applied on the hours of use and Essential Energy bearing the costs of repairs caused by Essential Energy in its use of the facility.

**FBD15/043 DEED OF AGREEMENT FOR USE OF WASHING FACILITY BY
ESSENTIAL ENERGY**

80.0238

Financial

The current fee and the proposed the fee under the new Deed is set out in the Confidential Attachment. The fee will be reviewed annually in line with the CPI excepting if the CPI is negative the fee will not change.

CONCLUSION

The use of the washing facility at the Council's Moruya Works Depot by Essential Energy does not interfere with the operation of the Depot and provides a small income to supplement the operating costs of the Depot.

19. DEALING WITH MATTERS IN CLOSED SESSION

In accordance with Section 10A(2) of the Local Government Act 1993, Council can exclude members of the public from the meeting and go into Closed Session to consider confidential matters, if those matters involve:

- (a) personnel matters concerning particular individuals; or
- (b) the personal hardship of any resident or ratepayer; or
- (c) information that would, if disclosed, confer a commercial advantage on a person with whom the council is conducting (or proposes to conduct) business; or
- (d) commercial information of a confidential nature that would, if disclosed;
 - (i) prejudice the commercial position of the person who supplied it, or
 - (ii) confer a commercial advantage on a competitor of the council, or
 - (iii) reveal a trade secret,
- (e) information that would, if disclosed, prejudice the maintenance of law; or
- (f) matters affecting the security of the council, councillors, council staff or council property; or
- (g) advice concerning litigation, or advice that would otherwise be privileged from production in legal proceedings on the ground of legal professional privilege or information concerning the nature and location of a place; or
- (h) an item of Aboriginal significance on community land.

and Council considers that discussion of the material in open session would be contrary to the public interest.

In accordance with Section 10A(4) of the Local Government Act 1993 the Chairperson will invite members of the public to make verbal representations to the Council on whether the meeting should be closed to consider confidential matters.

Nil

EUROBODALLA SHIRE COUNCIL

ETHICAL DECISION MAKING AND CONFLICTS OF INTEREST

A GUIDING CHECKLIST FOR COUNCILLORS, OFFICERS AND COMMUNITY COMMITTEES

ETHICAL DECISION MAKING

- Is the decision or conduct legal?
- Is it consistent with Government policy, Council's objectives and Code of Conduct?
- What will the outcome be for you, your colleagues, the Council, anyone else?
- Does it raise a conflict of interest?
- Do you stand to gain personally at public expense?
- Can the decision be justified in terms of public interest?
- Would it withstand public scrutiny?

CONFLICT OF INTEREST

A conflict of interest is a clash between private interest and public duty. There are two types of conflict: Pecuniary – regulated by the *Local Government Act* and Department of Local Government; and Non-Pecuniary – regulated by Codes of Conduct and policy, ICAC, Ombudsman, Department of Local Government (advice only).

THE TEST FOR CONFLICT OF INTEREST

- Is it likely I could be influenced by personal interest in carrying out my public duty?
- Would a fair and reasonable person believe I could be so influenced?
- Conflict of interest is closely tied to the layperson's definition of "corruption" – using public office for private gain.
- Important to consider public perceptions of whether you have a conflict of interest.

IDENTIFYING PROBLEMS

- 1st** Do I have private interests affected by a matter I am officially involved in?
- 2nd** Is my official role one of influence or perceived influence over the matter?
- 3rd** Do my private interests conflict with my official role?

Whilst seeking advice is generally useful, the ultimate decision rests with the person concerned.

AGENCY ADVICE

Officers of the following agencies are available during office hours to discuss the obligations placed on Councillors, Officers and Community Committee members by various pieces of legislation, regulation and Codes.

CONTACT	PHONE	EMAIL	WEBSITE
Eurobodalla Shire Council Public Officer	4474-1000	council@eurocoast.nsw.gov.au	www.esc.nsw.gov.au
ICAC	8281 5999	icac@icac.nsw.gov.au	www.icac.nsw.gov.au
Local Government Department	4428 4100	dlg@dlg.nsw.gov.au	www.dlg.nsw.gov.au
NSW Ombudsman	8286 1000 Toll Free 1800 451 524	nswombo@ombo.nsw.gov.au	www.ombo.nsw.gov.au

Reports to Committee are presented generally by 'exception' - that is, only those items that do not comply with legislation or policy, or are the subject of objection, are discussed in a report.

Reports address areas of business risk to assist decision making. Those areas include legal, policy, environment, asset, economic, strategic and financial.

Reports may also include key planning or assessment phrases such as:

Setback Council's planning controls establish preferred standards of setback (eg 7.5m front; 1m side and rear);

Envelope taking into account the slope of a lot, defines the width and height of a building with preferred standard of 8.5m high;

Footprint the percentage of a lot taken up by a building on a site plan.

Acronym	Meaning	Description
ACR	Australian Capital Region	The political and strategic grouping of the ACT government and 17 adjacent councils.
AEP	Annual Exceedance Probability	For floods expressed as a % eg 1% = 1:100 year event. The NSW Flood Guidelines nominate types of development and controls.
AHD	Australian Height Datum	Floor levels for buildings set to remain at or above flood level (expressed as 'freeboard').
APZ	Asset Protection Zone	Area to be cleared and maintained around habitable buildings in bushfire prone areas.
AS	Australian Standard	Standards set by national body as minimum construction, service, system, planning or design requirements.

Acronym	Meaning	Description
BCA	Building Code of Australia	Prescribes minimum standards or performance base for building construction.
CAMP	Companion Animal Management Plan	Required by state law, plan nominating management of dogs and cats and areas for access for the exercise of dogs (eg beaches and reserves).
CC	Construction Certificate	Floor plans approved by council or private certifier in compliance with development conditions and BCA.
COPW	Condition of Public Works Report	Required by state law to define the condition of infrastructure assets, the cost to upgrade to defined standards, the current costs of maintenance and desired levels of maintenance.
CP	Cultural Plan	A cultural plan enables identification of cultural assets, identity and needs as well as providing a framework to develop cultural initiatives to increase opportunities for residents.
CSR	Complaint and Service Request	Requests received from public by phone, letter, email or Councillor to attend to certain works (eg pothole) or complain of certain service or offence (eg dogs barking).
DA	Development Application	Required by state law to assess suitability and impacts of a proposed development.
DAP	Disability Action Plan	Council plan outlining proposed works and services to upgrade facilities to progressively meet Disability Discrimination Act.
DCP	Development Control Plan	Local planning policy defining the characteristics sought in residential, commercial land.
DECCW	Department of Environment, Climate Change and Water (formerly EPA, NPWS, DEC)	State agencies (former Environment Protection and National Parks), DNR managing state lands and natural resources and regulating council activity or advising on development applications.
DWE	Department of Water and Energy	State agency managing funding and approvals for town and country water and sewer services and State energy requirements.
DoP	Department of Planning	State agency managing state lands and regulating council activity or advising on development applications or strategic planning.
DLG	Department of Local Government	State agency responsible for regulating local government.
DoL	Department of Lands	State agency managing state lands and advising on development applications or crown land management.
DoC	Department of Commerce	State agency (formerly Public Works) managing state public water, sewer and buildings infrastructure and advising/supervising on council infrastructure construction.

Acronym	Meaning	Description
DoH	Department of Health	State agency responsible for oversight of health care (community and hospital) programs. Also responsible for public warning of reportable health risks.
DOTAR	Department of Infrastructure, Transport and Regional Development and Local Government	Federal agency incorporating infrastructure, transport system, and assisting regions and local government.
EBP	Eurobodalla Bike Plan	Strategic Plan identifying priorities and localities for cycleways in the Shire.
EIS	Environmental Impact Statement	Required for designated and state developments researching and recommending solutions to social, economic and environmental impacts.
EMP	Estuary Management Plan	Community based plan, following scientific research of hydrology and hydraulics, recommending actions to preserve or enhance social, economic and environmental attributes of estuary
EMS	Environmental Management System	Plans prepared by council (such as waste management and strategic planning) around AS14000.
EOI	Expressions of Interest	Often called in advance of selecting tenders to ascertain capacity and cost of private sector performing tasks or projects on behalf of council.
EP&A	Environment Planning & Assessment Act	State law defining types of development on private and public lands, the assessment criteria and consent authorities.
ESC	Eurobodalla Shire Council	
ESD	Ecologically Sustainable Development	Global initiative recommending balance of social, economic and environmental values in accord with 7 ESD principles.
ESS	Eurobodalla Settlement Strategy	Council strategy prepared with assistance of government to identify best uses and re-uses of urban lands, the appropriate siting of private and public investment (eg institutions, employment areas or high density residential) based on current and planned infrastructure and land capacity.
ET	Equivalent Tenement	Basis of calculation of demand or impact of a single dwelling on water and sewer system.
FAG	Financial Assistance Grant	Federal general purpose grant direct to local government based on population and other 'disability' factors.

Acronym	Meaning	Description
FSR	Floor Space Ratio	A measure of bulk and scale, it is a calculation of the extent a building floor area takes up of an allotment.
GIS	Geographic Information System	Computer generated spatial mapping of land and attributes such as infrastructure, slope, zoning.
IPART	Independent Pricing & Regulatory Tribunal	State body that reviews statutory or government business regulatory frameworks and pricing levels.
IPWEA	Institute Public Works Engineers Australia	Professional association.
IWCMS	Integrated Water Cycle Management Strategy (or Plan)	Council plan identifying risk and social, economic and environmental benefit of proposed augmentation to water, sewer and stormwater systems.
IWMS	Integrated Waste Management (Minimisation) Strategy	Council plan identifying risk and social, economic and environmental benefit of proposed augmentation of waste (solids, effluent, contaminated, liquid trade waste).
LEP	Local Environment Plan	The statutory planning instrument defining the zones and objectives of urban and rural areas.
LGAct	Local Government Act	State law defining the role of Mayor, Councillors, staff, financing, approvals etc.
LGMA	Local Government Managers Australia	Professional association.
LGNSW	Local Government NSW	Representative advisory and advocacy group for councils in NSW.
MOU	Memorandum of Understanding	Agreement in principle between parties (eg council and agency) to achieve defined outcomes.
NPWS	National Parks & Wildlife Service	Now merged into DECCW.
NRM	Natural Resource Management	
NVC	Native Vegetation Act 2003	State law defining means of protection of threatened legislation and approval processes to clear land.
OC	Occupation Certificate	Issued by council or private certifier that building is safe to occupy and in compliance with development conditions and BCA.
OSMS	On site sewage management system	Includes septic tanks, aerated systems, biocycles etc.
PCA	Principal Certifying Authority	The person or organisation appointed by applicant to inspect and certify structures.

Acronym	Meaning	Description
PIA	Planning Institute of Australia	Professional association.
POEO	Protection of the Environment Operations Act	State law outlining standards for emissions and discharges and penalties for pollution.
PoM	Plan of Management (usually for community land)	Council plan nominating type of uses for community land and range of facilities progressively to be provided on land.
PPP	Public Private Partnerships	
PTS	Public Transport Strategy	Council strategy to initiate mechanisms to promote and facilitate public transport (bus, taxi, community transport, cycles) in design of subdivisions, developments and council works.
REF	Review of Environmental Factors	Council examination of risk and social, economic and environmental benefit of proposed works, assessed against state planning, environment and safety laws.
REP	Regional Environment Planning Policy	Outlines compulsory state planning objectives to be observed in development assessment and strategic planning.
RFS	Rural Fire Service	State agency responsible for providing equipment and training for volunteer firefighter brigades, and the assessment and approval of developments in bushfire prone lands.
RLF	Regional Leaders Forum	The group of mayors and general managers representing the councils in the ACR.
RMS	Roads & Maritime Service	State agency responsible for funding, construction and maintenance of state roads, the approval of council works on arterial roads and development applications.
S64	S64 Contributions Plan	Developer contributions plan to enable, with council and state funds, the augmentation of water, sewer and stormwater infrastructure.
S94 S94A	S94 Contributions Plan S94A Contributions Plan Levy Plan	Developer contributions to enable construction of public infrastructure and facilities such as roads, reserves, carparks, amenities etc.
SCG	Southern Councils Group	Political and strategic grouping of councils along the NSW south coast from Wollongong to the border, lobbying government for assistance (eg highways) and resourcing sharing initiatives.
SCRS	South Coast Regional Strategy	Regional Strategy prepared by DoP for ESC, BVSC and part SCC to guide new LEPs.

Acronym	Meaning	Description
SEA	Strategic Environment Assessment	Spatial assessment of environmental constraints of land considered in design and assessment of subdivision and infrastructure. Scientific research behind assessment of capacity of land and waterways in rural residential and urban expansion lands to sustain human settlement.
SEPP	State Environmental Planning Policy	Outlines compulsory state planning objectives.
SNSWLHD	Southern NSW Local Health Districts	State board commissioned with oversight of health care in Highlands, Monaro and Far South Coast.
SoER	State of the Environment Report	Required by state law, the comprehensive assessment (every four years) of the condition and the pressures on the social, economic and environmental features of the Shire and appropriate responses to address or preserve those issues.
SP	Social Plan	Required by state law, the comprehensive assessment (every four years) of the condition and the pressures on the social framework of the community, their services and facilities and economic interactions.
.....SP	Structure Plan	Plan promoting landuses and siting of infrastructure and facilities in towns (eg, BBSP – Batemans Bay Structure Plan).
SRCMA	Southern Rivers Catchment Management Authority	State agency commissioned with assessment and monitoring of health and qualities of catchments from Wollongong to the border, and determine directions and priorities for public and private investment or assistance with grants.
STP	Sewer Treatment Plant	Primary, secondary and part tertiary treatment of sewage collected from sewers before discharge into EPA approved water ways or irrigation onto land.
TAMS	Total Asset Management System	Computer aided system recording condition and maintenance profiles of infrastructure and building assets.
TBL	Triple Bottom Line	Commercial term coined to encourage business to consider and disclose social and environmental risk, benefit and costs in the conduct of business to guide investors as to the long term sustainability and ethics of a business. Taken up by Council to record the basis of prioritisation, the review of condition, the monitor of progress and the financial disclosure of preventative or maintenance investment in council based social and environmental activities.
ToR	Terms of Reference	
TSC	Threatened Species Conservation Act 1995	State law governing the protection of nominated species and relevant assessment and development controls.

Acronym	Meaning	Description
WCF	Water Cycle Fund	Combination of water, sewer and stormwater activities and their financing arrangements.
WSUD	Water Sensitive Urban Design	Principle behind the IWCMS and council development codes requiring new developments to reduce demand and waste on water resources through contemporary subdivision and building design.