



AGENDA

Ordinary Meeting of Council

14 August 2018

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

ON TUESDAY 14 AUGUST 2018

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 & EVACUATION MESSAGE**
- 2. APOLOGIES**
Nil
- 3. PUBLIC FORUM (AGENDA ITEMS ONLY)**
- 4. CONFIRMATION OF MINUTES OF PREVIOUS MEETING**
4.1 Ordinary Meeting held on 31 July 2018
- 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**
NOM18/010 Rural Lands Strategy..... 3
- 8. QUESTIONS ON NOTICE FROM COUNCILLORS**
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- 9. PETITIONS**
Nil
- 10. GENERAL MANAGER'S REPORTS**
Nil

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11. PLANNING AND SUSTAINABILITY REPORTS

Nil

12. INFRASTRUCTURE REPORTS

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18. CONFIDENTIAL MATTERS

**DR CATHERINE DALE
GENERAL MANAGER**

NOM18/010 RURAL LANDS STRATEGY

05.9178

Responsible Officer: Anthony Mayne - Councillor

Attachments: Nil

Councillor Anthony Mayne has given notice that at the Ordinary Meeting of Council on 14 August 2018, he will move the following motion.

MOTION

THAT in the first instance that Council defer voting on the Draft Rural Lands Strategy and that Councillors and Council staff meet with the relevant NSW Government Departments that are objecting to the Strategy to try and satisfy their objections.

QON18/006 SWIFT PARROT HABITAT

05.9178

Responsible Officer: Anthony Mayne - Councillor

Attachments: Nil

The following question on notice was received from Councillor Anthony Mayne:

Question

1. The Swift Parrot is listed as 'Endangered' under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act), and is also listed as a threatened species in each state and territory in which it occurs which includes New South Wales.

Council has obligations under both the Commonwealth and NSW legislations to protect such threatened species.

OEH has reviewed all the zoning and lot size changes proposed by ESC and has objection to one third of those areas being rezoned. (list of the 13 specific areas below).

They believe it will have a detrimental effect on the habitat and food resources for this critically endangered species.

OEH states:

“Any impact on Swift Parrot habitat is likely to result in a serious and irreversible impact (SAIL). Council is required under the NSW Biodiversity Conservation Act 2016 (BC Act) to reject such development.”

Is Council in danger of non- compliance with the State and Commonwealth legislation when it's proposed re-zonings will facilitate the increased clearing of important habitat needed by this Critically Endangered Species? Could this lead to costly legal proceedings in the future if State and Commonwealth agencies take up the issue?

Additionally OEH tells Council that increasing development opportunities in such bushland areas will likely trigger the biodiversity offsets scheme. This will result in additional costs to landholders.

For example, to quote OEH re Area 9, South Mogo, Lot 1/875990

“Any additional clearing would trigger the offsets scheme and may be classified as a Serious and Irreversible impact which Council could not approve.”

Coupled with the removal of mapping overlays isn't Council potentially confusing land holders and potential purchasers about their obligations and costs to develop?

List of Area's with known Swift Parrot habitat:

4. Currowan, Benandarah and East Lynne

4c. Maloneys Beach

QON18/006 SWIFT PARROT HABITAT

05.9178

- 8b. Tomakin Road, Mogo
- 9. South Mogo
- 9a. Maulbrooks Road, Mogo
- 10. Jeremadra Grove and Goldfields Drive, Jeremadra
- 10a. Springwater Road, Jeremadra and George Bass Drive, Broulee
- 11. Broulee Road, Broulee
- 14. Hawdons Road, Mogendoura
- 17b. Congo Road, Moruya Heads
- 22. Prince Hwy (West), Coila and Turlinjah
- 23. Potato Point Road (South), Bodalla and Potato Point
- 24. Princes Hwy, South Bodalla.

Response

In all but one of the areas mentioned in the QON as Swift Parrot habitat, OEH have objected to the proposed minimum lot size and have recommended a larger minimum lot size that would remove the potential for subdivision and additional dwellings. OEH have not objected to the proposed rezoning of these areas, with the exception of area 11a, where OEH recommends an E2 zoning. As outlined in more detail below, the only potential additional dwelling as a result of the planning proposal in area 11a is on the site of an existing quarry.

Further to the above, Council is aware that local development under Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act) that may impact on Swift Parrot habitat will need to be assessed in accordance with the Biodiversity Conservation Act 2016. This includes a Biodiversity Development Assessment Report and offsetting requirements. If a serious and irreversible impact to Swift Parrot habitat is likely to occur as a result of a local development, Council must be refused the application.

The planning proposal does not result in any risks to Council in relation to NSW or Australian Government environmental legislation. The relevant elements of the legislation are triggered when a specific development is proposed that involves potential impacts to threatened vegetation, species or habitat for threatened species.

While the planning proposal facilitates the future lodgement of development applications, for a range of uses across the whole Shire, the assessment of those applications is a separate process that must consider the provisions of the relevant legislation.

All properties under the current Eurobodalla LEP are covered by a zoning. Each zone allows certain land uses that are permitted with consent. Some of these properties contain threatened vegetation, species and/or habitat for threatened species. This does not mean that the LEP is in breach of the legislation or creates risks for Council. It means that the proponent of a development application must consider the relevant provisions of the legislation, and that

QON18/006 SWIFT PARROT HABITAT

05.9178

Council must assess the development application in accordance with the requirements of the legislation.

The proposed removal of the Terrestrial Biodiversity Map from ELEP 2012 will not result in confusion for land holders or prospective purchasers about their obligations and costs to develop.

All known and mapped environmental values will continue to be made available to land holders and prospective purchasers through the public GIS system on Council's website and the same information will continue to be used in the assessment of development applications. The map is an assessment tool that will continue to be used to assess applications in the same way it was applied under the LEP.

In relation to the Swift Parrot habitat and the submission from the Office of Environment and Heritage, the planning proposal provides for limited development potential in these areas, as outlined below:

Area 4 – One large lot in this area could be subdivided into three lots. This lot contains significant cleared areas that could facilitate any potential future dwellings without requiring substantial clearing of Swift Parrot foraging habitat eg for fences. Any clearing of Swift Parrot habitat would be required to be assessed in accordance with the Biodiversity Conservation Act 2016 and a report detailing the assessment included in the development application.

Area 4c – The OEH submission objected to both lots in this area gaining a dwelling entitlement as part of the area is Swift Parrot habitat, however both lots already have a dwelling entitlement. This represents a misunderstanding of the proposal on behalf of OEH as no additional lots or dwellings will be facilitated in this area.

Area 8b – Only a small portion of this area is mapped as Swift Parrot habitat. The potential for three additional lots and dwellings could be undertaken on land that is not mapped as Swift Parrot habitat.

Area 9 – One large lot in this area could be subdivided into two lots. This lot has substantial cleared areas that could accommodate dwellings on the new lots without additional clearing. Any clearing of Swift Parrot habitat may e.g. for fences, would be required to be assessed in accordance with the Biodiversity Conservation Act 2016 and a report detailing the assessment included in the development application.

Area 9a – In this area, OEH objected to a dwelling being facilitated on one lot. That lot has an existing dwelling entitlement and the planning proposal provides for no further subdivision or dwellings on that lot. There is a separate lot in area 9a that could achieve a dwelling as a result of the planning proposal. This lot has a cleared area that is not mapped as Swift Parrot habitat.

Area 10 – The planning proposal facilitates seven additional lots and dwellings in this area. On a number of these lots some clearing would be required. Any clearing of Swift Parrot habitat would be required to be assessed in accordance with the Biodiversity Conservation Act 2016 and a report detailing the assessment included in the development application.

Area 10a – In this area, one additional lot and three additional dwellings are facilitated by the planning proposal. There are some cleared areas that could accommodate the additional dwellings without clearing. Any clearing of Swift Parrot habitat would be required to be

QON18/006 SWIFT PARROT HABITAT

05.9178

assessed in accordance with the Biodiversity Conservation Act 2016 and a report detailing the assessment included in the development application.

Area 11 – The area that OEH raised concerns about is actually Area 11a. This area facilitates one additional lot and one additional dwelling. While the planning proposal refers to the potential for three additional dwellings, one of these already exists and development consent has been granted for the other (based on existing dwelling entitlement). The one additional dwelling is located on the site of a quarry which would need to be remediated once the quarry operations closed. The existing cleared areas on the quarry site are not mapped as Swift Parrot habitat.

Area 14 – In this area, there is one lot mapped as Swift Parrot habitat that would have development potential as a result of the planning proposal. This lot could be subdivided into five, with four new dwellings possible. Some clearing of Swift Parrot habitat would be required which must be assessed in accordance with the Biodiversity Conservation Act 2016 and a report detailing the assessment included in the development application.

Area 17b – In this area, there is one lot that could be subdivided into two, with one additional dwelling possible. Some clearing of Swift Parrot habitat would be required which must be assessed in accordance with the Biodiversity Conservation Act 2016 and a report detailing the assessment included in the development application.

Area 22 – In this area, OEH objected to one lot that could be subdivided into two, with one additional dwelling possible. Some clearing of Swift Parrot habitat would be required which must be assessed in accordance with the Biodiversity Conservation Act 2016 and a report detailing the assessment included in the development application.

Area 23 - In this area, OEH objected to one lot that could be subdivided into three, with two additional dwelling possible. Some clearing of Swift Parrot habitat would be required which must be assessed in accordance with the Biodiversity Conservation Act 2016 and a report detailing the assessment included in the development application. A second lot in this area that could have a dwelling as a result of the planning proposal has a small area mapped as Swift Parrot habitat. While clearing would be required for the dwelling, it could be achieved on land that is not mapped as Swift Parrot habitat.

Area 24 – In this area, OEH objected to one lot that could be subdivide into two, with one additional dwelling possible. The subject lot is a farm over 200ha in size with significant cleared areas. Approximately half of the lot is cleared providing a number of potential sites for additional dwellings. The extent of cleared land on the subject lot was clarified to OEH and the objection subsequently withdrawn on this basis.

In summary, for all of the above areas, clearing for a total of 15 dwellings is facilitated in areas mapped as Swift Parrot habitat. For all of these, an assessment of the impact of the clearing on Swift Parrot habitat would be required in accordance with the Biodiversity Conservation Act 2016. Swift Parrot habitat is mapped on the Biodiversity Values Map which requires a development to avoid impacts in the first instance and minimise impacts. A Biodiversity Development Assessment Report must be included in the development application which includes offsetting requirements. If a Serious and Irreversible Impact is considered likely to occur, development under Part 4 of the EP&A Act must be refused. Whether a Serious and

QON18/006 SWIFT PARROT HABITAT

05.9178

Irreversible Impact is likely depends on the nature of the development which is assessed as part of a development application.

RECOMMENDATION

THAT the response to the question regarding Swift Parrot Habitat raised by Councillor Anthony Mayne be received and noted.

IR18/036 FUNDING OFFER - 2018 -19 ACTIVE TRANSPORT PROGRAM - BEACH ROAD SURF BEACH E01.5633

Responsible Officer: Warren Sharpe OAM - Director Infrastructure Services
Attachments: Nil
Outcome: Connected and Accessible Places
Focus Area: 7.2 Improve provision and linkages of our pathway network
Delivery Program Link: 7.2.1 Provide and enhance the pathway network
Operational Plan Link: 7.2.1.1 Build, renew and maintain pathway network

EXECUTIVE SUMMARY

Council continues to work proactively to leverage funding to advance the delivery of the Eurobodalla Pathways Strategy 2017.

The provision of a shared pathway on Beach Road, Surf Beach was identified within the adopted strategy as a high priority link between George Bass Drive and Newth Place to the Surf Beach shops and beach area.

We have successfully secured \$208,901 in grant funding under the NSW Government's Active Transport Program to build this shared pathway with matching Council funding.

The offer of funding has been formally accepted and this report seeks Councils endorsement of the actions taken.

RECOMMENDATION

THAT:

1. Council endorse the actions taken to accept the funding offer of \$208,901 under the NSW Government's Active Transport Program for the construction of a shared pathway at Beach Road Surf Beach.
2. Write to the Member for Bega, Hon Andrew Constance MP thanking him for his support of the grant application.

BACKGROUND

Council is working to provide a shared pathway link from the entrance to Surf Beach car park at the beach back to George Bass Drive. Part of this route was constructed in 2017-18. Once fully completed, this shared pathway will connect residents of Newth Place and cyclists coming off/on George Bass Drive back to the beach, playground and shops at Surf Beach. Surf Beach is patrolled in the peak summer months.

At the southern end of the project is a "squeeze point" which will require extension of the major culvert structure to facilitate the construction of the shared pathway. This extension is already planned for 2018-19.

**IR18/036 FUNDING OFFER - 2018 -19 ACTIVE TRANSPORT PROGRAM - BEACH
ROAD SURF BEACH**

E01.5633

CONSIDERATIONS

Council continues to work pro-actively to deliver on the outcomes within the adopted Eurobodalla Pathways Strategy 2017. The shared pathway from Surf Beach shops to George Bass Drive roundabout is identified as a high priority.

Council adopted the following actions in the Delivery Program 2017-21 and Operational Plan 2018-19.

7.1.2 Provide a safe efficient and integrated transport network

7.2.1 Provide and enhance the pathway network

7.2.1.1 Build, renew and maintain the pathway network

7.2.1.2 Leverage existing funding to accelerate expansion of the network

An offer of \$208,901 of grant funding was received from the Roads and Maritime Services in writing on 13 July 2018.

Actions have been undertaken to formally accept the grant to secure the funding.

Legal

The works will be undertaken within the existing public road reserve.

The plan for the proposed shared pathway will be submitted to the Local Traffic Committee to legally warrant the shared pathway restricting its use to pedestrians and cyclists.

Environmental

The provision of this shared pathway will allow residents and visitors to safely walk and ride to/from Surf Beach, reducing the demand for use of motorized vehicles with a positive environmental benefit.

Asset

The provision of this shared pathway is consistent with the adopted Eurobodalla Pathways Strategy 2017.

Future budgets will include provision for the additional on-going maintenance and depreciation.

Suitable provision has been made in the design of the shared to allow for a future widening of Beach Road at the Jerupa Close intersection when funds permit.

Social Impact

Beach Road is a busy regional road. The proposed shared pathway provides a safe off-road shared pathway for both pedestrians and cyclists. This is a positive outcome for road safety.

The pathway will encourage more active transport choices with consequent health benefits and improved social connectivity for the community.

The pathway will improve connectivity to the bus stop on Beach Road at Wimbie Street.

IR18/036 FUNDING OFFER - 2018 -19 ACTIVE TRANSPORT PROGRAM - BEACH ROAD SURF BEACH	E01.5633
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Economic Development Employment Potential

The proposed shared pathway improves connectivity to the Surf Beach shops and cafes, supporting business activity.

The pathway design and construction will be undertaken by Council with the support of local sub-contractors and suppliers, supporting employment during construction.

Financial

The funding is on a dollars for dollar basis. Council has allocated \$164,200 within the adopted Operational Plan 2018-19 toward this project, and sufficient funding within the bridge renewal and upgrades allocation for the major culvert works, to match the grant offer dollar for dollar.

Community and Stakeholder Engagement

We will inform the community through Council's website and by advertising on Council's noticeboard in the local media. We will also write to adjacent residents and local businesses at Surf Beach shops and cafes.

CONCLUSION

Council has been successful in securing \$208,901 in funding under the NSW Government's Active Transport Program to extend the existing shared pathway on Beach Road, Surf Beach.

There is sufficient matching funding within the Operational Plan 2018-19.

The grant has been formally accepted. This report seeks Council's endorsement of the actions taken to accept the grant.

CCS18/035 LAND ACQUISITION FOR ROAD WIDENING - SOUTH HEAD ROAD, MORUYA HEADS 83.7480.D

Responsible Officer: Anthony O'Reilly - Director Corporate and Commercial Services

Attachments: 1. Confidential - Land Acquisition Road Widening - South Head Road

Outcome: Innovative and Proactive Leadership

Focus Area: 9.2 Ensure financial sustainability and support the organisation in achieving efficient ongoing operations

Delivery Program Link: 9.2.2 Manage land under Council control to achieve a return for the community

Operational Plan Link: 9.2.2.2 Facilitate property sales and development

EXECUTIVE SUMMARY

Council is working on the next section of the South Head Road shared pathway between Halyard Drive and The Anchorage, Moruya Heads.

At its meeting held on 22 May 2018 Council resolved to accept the Traffic Committee recommendation to support the proposal to construct an off-road shared path on South Head Road, between Halyard Drive and The Anchorage, Moruya Heads, based on the concept design plan.

To accommodate the pathway Council proposes to acquire approximately 88 square metres of Lot 2 DP 534555 to be dedicated as public road. The name of the land owners of Lot 2 are in the confidential attachment to this Report and have consented in writing to the acquisition.

All survey and legal costs associated with the land acquisition will be borne by Council.

It is considered reasonable and appropriate that part Lot 2 DP 534555 be acquired for road purposes in accordance with Council's Code of Practice for *Acquiring Land for Public Purposes*.

RECOMMENDATION

THAT

1. All actions necessary be taken for the acquisition of land required for road widening purposes within Lot 2 DP 534555 in accordance with Council's Code of Practice for *Acquiring Land for Public Purposes*.
2. All survey and legal costs associated with the land acquisition be borne by Council.

BACKGROUND

The shared pathway project from the Princes Highway and South Head Road intersection to the beach at Moruya Heads has been constructed in sections over a number of years, when funding and resources have been available.

The next section of the pathway to be constructed is from Halyard Drive to The Anchorage.

**CCS18/035 LAND ACQUISITION FOR ROAD WIDENING - SOUTH HEAD ROAD,
MORUYA HEADS**

83.7480.D

The proposed works necessitate acquisition of land of approximately 88 square metres for road widening. Following acquisition the land will be transferred to Council and gazetted as public road.

CONSIDERATIONS

The diagram of the proposed area to be acquired is shown in the sketch below.



Lot 2 DP 534555 – South Head Road, Moruya Heads

Legal

The acquisition of the land for road widening is necessary to allow for the construction of the next section of the shared pathway at the intersection of The Anchorage and South Head Road, Moruya Heads.

A plan of subdivision will be required to be prepared and lodged at the NSW Land Registry Services and the road widening section transferred to Council and gazetted as public road.

Policy

The acquisition of land for road widening is in accordance with Council's *Land Acquisition and Disposal Policy*.

www.esc.nsw.gov.au/inside-council/council/council-policies/policies/Land-Acquisition-and-Disposal-Policy.pdf

CCS18/035	LAND ACQUISITION FOR ROAD WIDENING - SOUTH HEAD ROAD, MORUYA HEADS	83.7480.D
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Asset

This section of the shared pathway connects up with the existing pathway to the beach at Moruya Heads.

Social Impact

This extension to the shared pathway will provide a safer route for bicycle riders and pedestrians along South Head Road from The Anchorage to Halyard Drive.

Financial

Compensation will be determined by a Registered Valuer in accordance with the *Land Acquisition (Just Terms) Compensation Act 1991*.

Together with compensation, Council will be responsible for costs associated with the acquisition including survey and legal fees and the registered proprietors' reasonable legal costs.

The NSW Government under the Active Transport Program has provided funding for this work.

Community and Stakeholder Engagement

The registered proprietors of the property have been consulted and consented in writing to the proposed acquisition.

CONCLUSION

Council is working on the next section of the South Head Road shared pathway between Halyard Drive and The Anchorage, Moruya Heads.

The proposed works necessitate the acquisition of part of Lot 2 DP 534555 for road widening which should be acquired in accordance with Council's Code of Practice for *Acquiring Land for Public Purposes*.

The registered proprietors of the property have agreed to the acquisition.

**CCS18/036 LAND ACQUISITION FOR ROAD WIDENING - CRAG ROAD,
BATEHAVEN**

**92.7892.B;
E16.0292**

Responsible Officer: Anthony O'Reilly - Director Corporate and Commercial Services
Attachments: 1. Confidential - Land Acquisition for Road Widening
Outcome: Innovative and Proactive Leadership
Focus Area: 9.2 Ensure financial sustainability and support the organisation in achieving efficient ongoing operations
Delivery Program Link: 9.2.2 Manage land under Council control to achieve a return for the community
Operational Plan Link: 9.2.2.2 Facilitate property sales and development

EXECUTIVE SUMMARY

The proposed realignment of the intersection of Wattle Crescent/Crag Road/Joseph Street/Ocean Road, Batehaven is included in the draft Delivery Program/Operational Plan (DP/OP) 2018-2019.

The proposed works necessitate the acquisition of land on the corner of Crag Road and Joseph Streets for road widening. Part of Lot 1 DP 126105 is to be acquired and dedicated as public road.

Negotiations have taken place with the land owner during the assessment of a Development Application (DA) for a childcare centre on this property. As a result of these negotiations an agreement was reached for Council to undertake works specified in DA 759/17 consent conditions in exchange for the required land.

The name of the land owners of Lot 1 DP 126105 are in the confidential attachment to this Report and they have agreed in writing to the acquisition.

All survey and legal costs associated with the land acquisition will be borne by Council.

It is considered reasonable and appropriate that part of Lot 1 DP 126105 be acquired for road purposes in accordance with Council's Code of Practice for *Acquiring Land for Public Purposes*.

RECOMMENDATION

THAT

1. All actions necessary be taken for the acquisition of land required for road purposes within Lot 1 DP 126105 in accordance with Council's Code of Practice for *Acquiring Land for Public Purposes*.
2. All survey and legal costs associated with the land acquisition be borne by Council.

**CCS18/036 LAND ACQUISITION FOR ROAD WIDENING - CRAG ROAD,
BATEHAVEN**

**92.7892.B;
E16.0292**

BACKGROUND

Council is to undertake works as part of the proposed realignment of the intersection of Wattle Crescent/Crag Road/Joseph Street/Ocean Road, Batehaven.

The proposed works necessitate acquisition of land of approximately 98 square metres for road widening. Following acquisition the land will be transferred to Council and gazetted as public road.

CONSIDERATIONS

The diagram of the proposed area to be acquired is shown in the sketch below.



Lot 1 DP 126105 – 10 Crag Road, Batehaven

Legal

A plan of subdivision will be required to be prepared and lodged at the NSW Land Registry Services and the road widening section transferred to Council and gazetted as public road.

Policy

The acquisition of land for road widening is in accordance with Council's *Land Acquisition and Disposal Policy*.

**CCS18/036 LAND ACQUISITION FOR ROAD WIDENING - CRAG ROAD,
BATEHAVEN**

**92.7892.B;
E16.0292**

www.esc.nsw.gov.au/inside-council/council/council-policies/policies/Land-Acquisition-and-Disposal-Policy.pdf

Social Impact

The road realignment should improve the safety of the intersection for road users.

Financial

A valuation has been determined by a Registered Valuer in accordance with the *Land Acquisition (Just Terms) Compensation Act 1991*.

Compensation has been negotiated with the land owner and an agreement was reached that Council will undertake works specified in the Confidential Attachment, as per conditions of consent of DA 759/17, in exchange for the required land.

Council will be responsible for costs associated with the acquisition including survey and legal fees and the registered proprietors' reasonable legal costs.

Community and Stakeholder Engagement

The owners of the property have been consulted and consented in writing to the proposed acquisition.

CONCLUSION

Council is to undertake works as part of the proposed realignment of the intersection of Wattle Crescent/Crag Road/Joseph Street/Ocean Road, Batehaven. The proposed works necessitate acquisition of land of approximately 98 square metres for road widening.

The registered proprietors of the property have agreed to the acquisition.

All survey and legal costs associated with the land acquisition will be borne by Council.

**CCS18/037 LAND ACQUISITION FOR ROAD WIDENING - TOMAKIN ROAD, 94.6467.D
TOMAKIN**

Responsible Officer: Anthony O'Reilly - Director Corporate and Commercial Services
Attachments: 1. Confidential - Land Acquisition for Road Widening
Outcome: Innovative and Proactive Leadership
Focus Area: 9.2 Ensure financial sustainability and support the organisation in achieving efficient ongoing operations
Delivery Program Link: 9.2.2 Manage land under Council control to achieve a return for the community
Operational Plan Link: 9.2.2.2 Facilitate property sales and development

EXECUTIVE SUMMARY

Construction of a roundabout at the intersection of George Bass Drive and Tomakin Road, Tomakin is underway. The project aims to improve the efficiency and safety of the intersection, improve traffic flow and provide an essential building block to meet future development and economic growth.

Under the Federal Election Commitment Program the Australian Government made a grant funding offer of \$3.5 million for the proposed roundabout. The grant was accepted by Council on 28 February 2018.

Work has recently commenced and is expected to finish in 2019-2020.

Land acquisition of part Lot 180 DP 868764 is required for the intersection works and is to be dedicated as public road. The registered proprietors of the property have been consulted and have consented in writing to the proposed acquisition.

All survey and legal costs associated with the land acquisition will be borne by Council.

It is considered reasonable and appropriate that part Lot 180 DP 868764 be acquired for road purposes in accordance with Council's Code of Practice for *Acquiring Land for Public Purposes*.

RECOMMENDATION

THAT

1. All actions necessary be taken for the acquisition of land required for road purposes within Lot 180 DP 868764 in accordance with Council's Code of Practice for Acquiring Land for Public Purposes.
2. All survey and legal costs associated with the land acquisition be borne by Council.

**CCS18/037 LAND ACQUISITION FOR ROAD WIDENING - TOMAKIN ROAD,
TOMAKIN**

94.6467.D

BACKGROUND

Construction of a 4-leg roundabout at the intersection of George Bass Drive and Tomakin Road, Tomakin has recently commenced.

The project aims to improve the efficiency and safety of the intersection of Tomakin Road and George Bass Drive, and will provide a new entrance road into Tomakin village linking directly to Sunpatch Parade.

Under the Federal Election Commitment Program the Australian Government made a grant funding offer of \$3.5 million for the proposed roundabout. The grant was accepted by Council on 28 February 2018.

The proposed works necessitate acquisition of land of approximately 2800 square metres for road widening. Following acquisition the land will be transferred to Council and gazetted as public road.

Work is expected to finish in 2019-2020.

CONSIDERATIONS

The diagram of the proposed area to be acquired is shown in the sketches below.



Lot 180 DP 868764 – Tomakin Road, Tomakin

**CCS18/037 LAND ACQUISITION FOR ROAD WIDENING - TOMAKIN ROAD,
TOMAKIN**

94.6467.D



Sketch of Tomakin roundabout project

Legal

The acquisition of land for road widening is necessary to accommodate the roundabout at the intersection of Tomakin Road and George Bass Drive, Tomakin.

A plan of subdivision will be prepared and lodged at the NSW Land Registry Services and the road widening section transferred to Council and gazetted as public road

Policy

The acquisition of land for road widening is in accordance with Council's *Land Acquisition and Disposal Policy*.

www.esc.nsw.gov.au/inside-council/council/council-policies/policies/Land-Acquisition-and-Disposal-Policy.pdf

Asset

The project aims to provide an essential building block to meet future development and economic growth.

Social Impact

The project aims to improve the efficiency and safety of the intersection and improve traffic flow.

Financial

Compensation will be determined by a Registered Valuer in accordance with the *Land*

**CCS18/037 LAND ACQUISITION FOR ROAD WIDENING - TOMAKIN ROAD,
TOMAKIN**

94.6467.D

Acquisition (Just Terms) Compensation Act 1991.

Together with compensation, Council will be responsible for costs associated with the acquisition including survey and legal fees and the registered proprietors' reasonable legal costs.

The project is 100% funded by the Australian Government as an election commitment. A grant funding offer of \$3.5 million was accepted by Council at its meeting on 28 February 2018.

Community and Stakeholder Engagement

Significant community engagement activities have been carried out in association with this project. Most recently, a press release was issued about the commencement of construction on 19 June 2018.

The registered proprietors of the property have been consulted and have consented in writing to the proposed road widening.

CONCLUSION

Construction of a 4-leg roundabout at the intersection of George Bass Drive and Tomakin Road, Tomakin has recently commenced.

The proposed works necessitate the acquisition of part of Lot 180 DP 868764 for road widening. The registered proprietors of the property have consented to the proposed road widening.

CAR18/026 FUNDING FROM THE OFFICE OF LOCAL GOVERNMENT FOR PLANS OF MANAGEMENT E18.1573

Responsible Officer: Kathy Arthur - Director Community, Arts and Recreation Services
Attachments: Nil
Outcome: Strong Communities, Desirable Lifestyle
Focus Area: 1.3 Encourage and enable healthy lifestyle choices
Delivery Program Link: 1.3.2 Plan for and provide a safe and accessible network of recreation and community facilities
Operational Plan Link: 1.3.2.3 Build, renew, operate and maintain recreation and community facilities

EXECUTIVE SUMMARY

The NSW Office of Local Government (OLG) has made a \$77,394 funding allocation to Council to assist in the implementation of the new *Crown Land Management Act 2016* (CLM Act), which came into force on 1 July 2018.

The CLM Act authorises local councils to manage Crown Reserves for which they are the appointed Crown Lands manager as if they were public land under the *Local Government Act 1993* (LG Act).

Council Crown Land managers are now required to create a new plan of management for this land under the provisions of the LG Act and the funding is a contribution towards the cost of developing compliant plans of management for all Crown Reserves that Council manages as community land by 30 June 2021.

RECOMMENDATION

THAT Council accept a \$77,394 funding allocation from NSW Office of Local Government (OLG) as a one off contribution towards the cost of developing compliant plans of management as part of the implementation of the *Crown Land Management Act 2016*.

BACKGROUND

In accordance with the CLM Act and as recommended in the Crown Land Management Review, councils will manage Crown Reserves under the LG Act, although the ownership of this land will remain with the state.

Crown Reserves managed by councils will generally be classified as Community Land and categorised under the LG Act.

The NSW Government anticipates that this will reduce the duplication and drain on resources experienced by councils resulting from the current dual legislative frameworks. Council will generally no longer have to seek consent for dealings on Crown Land and will also benefit from the removal of reporting requirements. Instead, Council will be able to manage Crown Reserves in the same way that council-owned Community Land is managed.

**CAR18/026 FUNDING FROM THE OFFICE OF LOCAL GOVERNMENT FOR PLANS
OF MANAGEMENT**

E18.1573

Under the LG Act, a plan of management must be adopted for all Community Land, which categorises the land and governs its use and management. Councils must ensure that there is a compliant plan of management for all Crown Reserves they manage as Community Land by 30 June 2021.

CONSIDERATIONS

Scope of work

The following summary provides an overview of the scope of works for developing compliant plans of management for all Crown Reserves that council manages as Community Land by 30 June 2021.

1. A desktop assessment classifying land as Community or Operational and, with justification, seeking written ministerial consent to classify land as Operational.
2. An initial categorisation of Community Land and, with justification, seeking written departmental consent to assign a category to Community Land that differs from the interim schedule provided by OLG.
3. A review and update of current plans of management to incorporate Crown Reserves, where appropriate.
4. The review and development of plans of management for Community Land.
5. Train native title managers, within the existing workforce, who will be responsible for providing advice on certain dealings for land that may be affected by native title.

Legal

The CLM Act authorises councils to manage Crown Land as if it were public land under the LG Act with the default classification of Community Land. Council Crown Land managers are required to review and create a plan of management for this land under the provisions of the LG Act within three years of Division 3.2 of the CLM Act commencing on 1 July 2018.

Where a plan of management is already in place under the Crown Lands Act 1989 (CL Act), the Regulation provides that this plan will remain in force until either:

- a new plan of management under the provisions of the LG Act is adopted
- the land is classified as Operational Land under the LG Act (with the Minister's written consent)
- the conclusion of the initial period by which time council is required to have adopted a new plan of management.

Under the LG Act, Community Land may not be leased or licenced until a plan of management is adopted that authorises the grant of the tenure. The Regulation introduces transitional arrangements that will enable Councils to continue current authorised uses and short-term uses of Crown Land whilst developing and reviewing plans of management.

CAR18/026 FUNDING FROM THE OFFICE OF LOCAL GOVERNMENT FOR PLANS OF MANAGEMENT E18.1573

Asset

While Council will be required to manage Crown Reserves as Community Land under the LG Act, ownership of this land will remain with the State.

Financial

The NSW Government has allocated \$7 million for NSW councils to assist with the development of compliant plans of management under the CLM Act. One-off funding of between \$30,000 and \$100,000 is being allocated to each council based on an apportionment model developed by OLG and Department of Industry - Land and Water (DoI) in consultation with a council reference group.

The \$77,394 funding allocation to Eurobodalla Shire Council is based on:

- the number of reserves Council will manage; and
- Council's resourcing capacity based on the Local Government Grants Commission's 2017–18 distribution methodology for NSW council Financial Assistance Grants.

The initial assessment of the scope of the work in meeting the requirements of the CLM Act predicts that the funding allocation offered to Council will not cover all the work required to be completed within three years. When Council staff verbally questioned the DoI on an appeals process, they were informed that there is no likelihood of increased funding.

OLG has issued a funding agreement to council specifying the terms and conditions of the funding allocation. The agreement should be signed and returned to OLG as soon as possible to enable distribution of the funds in early September 2018.

While the funding agreement will set out basic reporting requirements for councils to ensure that the funding is appropriately acquitted, the OLG funding agreement provides a degree of flexibility in council's use of the funds. For example, Council may use the funding to engage consultants or staff to prepare compliant plans of management.

Community and Stakeholder Engagement

Council must comply with community engagement obligations under the LG Act. As a result, for plans of management that are reviewed or developed, Council will place the draft document on public exhibition for a period of not less than 28 days in each case.

CONCLUSION

The *Crown Land Management Act 2016* (CLM Act) authorises local councils to manage Crown Reserves for which they are the appointed Crown Lands manager as if they were public land under the *Local Government Act 1993* (LG Act).

As per Division 3.2 of the CLM Act that commenced on 1 July 2018, Council Crown Land managers are required to review and create a plan of management for this Community Land under the provisions of the LG Act by 30 June 2021.

Council to assist Council with the development of these plans of management.

CAR18/027 COMMUNITY CARE FEES AND CHARGES

E11.5375

Responsible Officer: Kathy Arthur - Director Community, Arts and Recreation Services
Attachments: Nil
Outcome: Strong Communities, Desirable Lifestyle
Focus Area: 1.4 Ensure activities, facilities and services meet changing community needs
Delivery Program Link: 1.4.2 Provide flexible, community based services to support older people, people with a disability and their carers
Operational Plan Link: 1.4.2.3 Provide in-home health related care

EXECUTIVE SUMMARY

This report seeks approval from Council to place a new fee on exhibition and then to be added to Council's fees and charges for 2018/19.

Council's Community Care Active Living program for older people and Involve program for people with a disability provide direct support services to clientele in our community. Services include direct care and support, case management, program facilitation as well as supported classes and group activities.

The fee is to provide a new service of overnight care. Council's Community Care team have developed the proposed fee based on feedback and the need expressed by current frail aged clients and clients with a disability and their carers.

The proposed fee is \$195.00 per night for overnight in-home support that will be full cost recovery.

RECOMMENDATION

THAT:

1. Public notice be given of the proposal to introduce a new fee of \$195.00 per night for overnight in-home support for clients and their carers; and
2. Submissions be received for a period of 28 days and, following the expiration of this period, the submissions be included in a report presented back to Council for adoption of the new fee.

BACKGROUND

The Community Care team have successfully transitioned into the new model of client centred funding this past year from the previous funding model where the services received funds to support clients via grants from the government.

CAR18/027 COMMUNITY CARE FEES AND CHARGES

E11.5375

This requires eligible clients that are aged or have a disability to choose the provider of support services they prefer and to select and pay for the range of services they require. Clients can also select a service provider to arrange all the required services on their behalf.

Local services can purchase services from Community Care to provide to their clients and Community Care can also purchaser services from local providers on behalf of clients, depending on the client's needs.

Programs can be chosen by individuals as one-off services or clients choose to have staff coordinate a range of supports for them via programs such as NDIS (National Disability Insurance Scheme) or Aged Care Services. Clients or community members can directly pay Council a 'fee for service' for a range of services or they can top up their 'package' of services.

Service fees are currently adopted as part of council's fees and charges with this new fee requiring exhibition and feedback for Council to consider adoption of the fee.

CONSIDERATIONS

The new fee is not limited by eligibility and is also available to be provided to other local providers who may wish to broker Council's services for their clients.

The proposed new fee is for overnight in-home support for clients requiring respite or for palliative support. The proposed new fee is \$195 per night and is full cost recovery.

Legal

In accordance with 610F of the Local Government Act 1993 Council must give public notice of the new fee of at least 28 days and consider any submissions made during that period.

Social Impact

Providing services that meet the local need for some of our community's most vulnerable members and their carers will contribute to the quality of the community's wellbeing. The introduction of the new service provides an extended range of choice for the community enabling a greater degree of independence for service users, particularly those in the community that are not eligible for funded programs and need this type of assistance. It also meets identified needs via feedback processes.

Economic Development Employment Potential

The new service provides additional shift options for the pool of personal care workers available locally, whilst also providing a point of difference for Council's service provision.

Community and Stakeholder Engagement

We will consult with the community by seeking feedback through a 28 day public exhibition at the Batemans Bay, Moruya and Narooma libraries and Moruya customer service centre.

CONCLUSION

Council's Community Care is a provider of choice for people with disability and is contracted by state and federal governments to provide services for older people. Listing this fee will allow

CAR18/027 COMMUNITY CARE FEES AND CHARGES

E11.5375

Community Care to provide overnight service for clients and providers who wish to engage our direct support workers, increasing service and assistance to the community.

required to be put on exhibition in accordance with the Local Government Act 1993.

CAR18/028 MORUYA SHOWGROUND LANDSCAPE MASTERPLAN

E95.9434

Responsible Officer: Kathy Arthur - Director Community, Arts and Recreation Services

Attachments: 1. Under Separate Cover - Moruya Showground Landscape Master Plan - attachment
2. Moruya Showground Public Submission Summary attachment
3. Confidential - Moruya Showground Landscape Masterplan - confidential attachment

Outcome: Strong Communities, Desirable Lifestyle

Focus Area: 1.3 Encourage and enable healthy lifestyle choices

Delivery Program Link: 1.3.2 Plan for and provide a safe and accessible network of recreation and community facilities

Operational Plan Link: 1.3.2.3 Build, renew, operate and maintain recreation and community facilities

EXECUTIVE SUMMARY

The final Moruya Showgrounds Landscape Masterplan 2018 (Masterplan) is presented for Council's consideration and adoption.

The Masterplan provides a framework for redevelopment of the Moruya Showground. It establishes a clear and consistent direction for the site to deliver the Showground vision 'to create a contemporary event, exhibition and activity space that respects the venue's agricultural and heritage characteristics.'

The draft Masterplan was placed on public exhibition for 28 days after Council endorsement on 26 June 2018. Six submissions were received by the close of the public exhibition period on 25 July 2018. Each submission supported the overall Masterplan in principle. Four suggested that the prioritisation of a number of actions should be modified and provided commentary on various proposed site elements. A feature of three of the submissions was a perceived need for more event overflow car parking and additional tethering points for horses. Minor changes were made to the draft document presented to Council on 26 June 2018 as a result of these public submissions as well as some editorial amendments to improve document clarity, including re-labelling of the Masterplan Design to reflect the action numbering.

It was determined that only one action should be reprioritised as prioritisation of actions is based on completion "within" a specified number of years subject to funding, and the Masterplan notes that earlier opportunities for funding may alter prioritisation. Accordingly, the action to '*undertake road works to create a new vehicle link around the show ring*' has been raised from a low to a medium priority. The action regarding construction of a '*fenced and lit animal enclosure to the north-west of the show ring*' has also been reworded to ensure this structure contains suitable tethering points for horses. Other issues raised in submissions will be addressed through individual responses to the authors.

The Masterplan provides a basis to guide the future development and operations of the Moruya Showground. It provides an evidence-base to inform the allocation of Council resources as well as an instrument to support applications for external funding for the Showground's

CAR18/028 MORUYA SHOWGROUND LANDSCAPE MASTERPLAN

E95.9434

redevelopment. Full implementation of the 36 prioritised actions in the draft Masterplan has an indicative budget of \$4.42 million.

the draft Masterplan.

RECOMMENDATION

THAT:

1. Council adopt the Moruya Showground Landscape Masterplan 2018 and endorse the Action Plan contained in the Masterplan.
2. Each person who made a submission during the exhibition period be advised that the Masterplan has been adopted, specifying the amendments that were made, and thanked for their contribution.

BACKGROUND

Council endorsed the draft Masterplan for public exhibition at the ordinary meeting of 26 June 2018.

The development of the draft Masterplan commenced in 2016 in conjunction with the development of Council's Recreation and Open Space Strategy (ROSS) 2018, which was adopted on 27 February 2018. The adoption of the Masterplan will complete the ROSS 2018 high priority Action C8 - *'Finalise the Masterplan for the Moruya Showground'*.

The Masterplan incorporates an Action Plan of 36 prioritised actions to guide the future development and operations of the Moruya Showground. It also provides an evidence base to inform the allocation of Council resources as well as external funding applications.

The Masterplan establishes a clear and consistent direction for the site to deliver the Showground vision 'to create a contemporary event, exhibition and activity space that respects the venue's agricultural and heritage characteristics'.

The benefits of an adopted Masterplan include:

- A clear vision and action plan based on evidence and community feedback
- An attractive and functional venue that will entice more regional and larger scale events to the Eurobodalla Shire
- Improved facilities for regular local community user groups (eg, canine, dressage, rodeo, rugby league, poultry and basketball clubs)
- Improved levels of service leading to more frequent agricultural events, equestrian competitions and community events at the venue
- Enhancement and preservation of valuable historic and cultural elements of the Showground
- Return on investment as a result of more cost-effective operations and increased utilisation of the venue including temporary camping

CAR18/028 MORUYA SHOWGROUND LANDSCAPE MASTERPLAN

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- A stronger evidence-based position to attract grant funding for rehabilitation and redevelopment
- Improved infrastructure including drainage, internal access roads and paths, car parking and public amenities
- Enhanced ability to act as a Shirewide Emergency Response Centre including capacity to house animal evacuations and short term emergency community accommodation.

CONSIDERATIONS

The draft Masterplan was developed through regular engagement with Showground user groups. All user groups expressed strong support for the draft Masterplan.

The draft Masterplan was placed on public exhibition from 27 June to 25 July 2018. Six submissions were received during this period, two from organisations and four from individuals. Three submissions commend Council for the participative consultation process through which the Masterplan was developed and the Action Plan agreed. Four of the submissions made comment on various elements proposed in the Masterplan and sought an increase in prioritisation to a number of actions.

Actions suggested by submission writers to be increased in priority were:

- M9 – *Explore the possibility of expanding the Showground perimeter*
- M14 – *Design and construct a new bar building*
- M16 - *Develop a landscape plan*
- L2 – *Undertake roadworks to create a new vehicle link around the show ring*

Masterplan actions are prioritised as high (H), medium (M) or low (L), with an indicative timeframe for completion *within* a specified number of years subject to funding being obtained. Actions are also prioritised to most efficiently sequence infrastructure works on the site (for example, new buildings need to be designed and constructed prior to landscaping). The order of actions within priority groupings is not fixed however and, as stated within the Masterplan, changes in user needs or earlier opportunities for funding may bring completion of actions forward.

Taking these into consideration, it was determined to only reprioritise Action L2 '*Undertake road works to create a new vehicle link around the show ring*'. It has been raised from a low to medium priority and renumbered accordingly to become Action M17. Other actions are considered to be prioritised appropriately and do not require amendment.

To respond to submissions calling for additional animal tethering points, Action H7 was reworded as follows: '*Construct a fenced and lit animal enclosure **with a reinforced central pipe rail** to the north-west of the show ring*'.

In addition to these changes as a result of the public submissions, minor editorial changes have been made to the Masterplan to improve document clarity, including re-labelling of the Masterplan Design to reflect the action numbering.

CAR18/028 MORUYA SHOWGROUND LANDSCAPE MASTERPLAN

E95.9434

Public submissions also made commentary on or sought the following:

- increased camping areas
- the need for overflow parking spaces during events
- the preference for additional animal day yards over the proposed 24 covered animal stalls
- alternative event-related purposes for the location of the proposed shared maintenance facility.

Apart from increasing access to animal tethering points as detailed in Action H7, no changes are recommended to the Masterplan as a result of these submissions for the following reasons:

- Action M9 recommends expansion of the Showground perimeter and Action H17 recommends development of camping infrastructure to support camping as required
- Council Administration Centre car parking, including the new Park Lane car park, provides additional overflow parking for the Showground during major events
- Feedback received during stakeholder engagement cited the need for new covered stabling to assist in attracting more frequent and more high profile events
- Options for the site of the proposed shared maintenance facility were developed and modified over time and the final design had strong support from the Moruya Showground Management Committee.

Community consultation

Consultation was undertaken with the following groups throughout the development of the Masterplan:

- Moruya Showground Management Committee
- Moruya Show Society
- Moruya Rodeo Committee
- Eurobodalla Canine Club
- Eurobodalla Dressage Association
- Mirrabooka Riding Club Show Jumping
- Moruya District Poultry Club
- Moruya Rugby League Club
- Moruya Basketball Association
- Moruya Golf Club
- Moruya High School
- the broader community through ROSS 2018 surveys.

Six submissions, two from organisations and four from individuals, were received during the public exhibition period.

Economic Development Employment Potential

CAR18/028 MORUYA SHOWGROUND LANDSCAPE MASTERPLAN

E95.9434

User groups support the Moruya Showground vision and foresee realistic potential for economic and employment growth that a redeveloped Showground site can deliver. These site improvements will support more frequent local and district events while opening up new opportunities for the Shire to host events of regional status or higher.

The Moruya Showground vision coupled with an aspiring Masterplan that showcases valuable heritage elements is seen as being more likely to attract external grant funding that will contribute to the implementation of the Action Plan.

Asset

The proposed Masterplan includes renewals that increase the levels of service provided by the assets within the Showground site. The proposed works will make the asset portfolio more functional and compliant, and facilitate opportunities for greater use while protecting the valued heritage elements.

Key asset improvements in the Masterplan include:

- Renovation of existing heritage buildings
- Relocation of select heritage buildings and demolition of unserviceable infrastructure
- Demolition and rebuild of the bar and amenities building adjoining the grandstand to increase functionality and better complement the heritage characteristics of the site
- Improved spectator viewing areas over the rodeo arena and Ack Weyman oval, including shaded seating
- Improved irrigation and drainage for the show ring
- New caretaker and operational storage facility
- New shared maintenance facility
- New 24-bay covered stables and secure animal drug testing facility
- Fenced dog agility training area/gated animal enclosure
- New animal loading ramp and wash bays
- Sewage dump point to service events and camping
- Repurposing/renovation of the basketball stadium.

Social impact

Moruya Showground is an important social, recreation and sporting hub for the Eurobodalla Shire. The Showground also has significant heritage status.

The Masterplan vision seeks to enhance this status by enticing more regular events and community sporting and recreation opportunities that will promote physical activity, community participation and social interaction.

Policy

The Showground is managed by a Section 355 Management Committee in cooperation with Council. The management committee is active in managing the Showground and in obtaining grant funding for facility upgrades.

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Council has worked with the management committee throughout the development of the Masterplan and the committee Secretary has indicated the Committee's full support for the adoption of the Masterplan via a submission to the draft document while on public exhibition.

Financial

The Masterplan Action Plan comprises 36 prioritised actions with a total indicative cost to implement of \$4.42 million with 17 high priority actions to the value \$612,500 scheduled for completion within two years, subject to available funding. All actions will be funded over time through a combination of annual capital bids, ROSS 2018 allocations and external grants. Actions H5, H11 and H17 have been slightly reworded to better support Council's funding applications.

A Council budget of \$300,000 has been allocated in the 2018-19 Operational Plan for construction of the shared maintenance compound and facilities. In addition, ROSS 2018 allocations will be used in financial year 2018-19 to assist the Moruya Showground Committee to establish a new Secretary's Office and the lit fenced animal enclosure for dog agility training and animal tethering during events.

Council has recently submitted two grant applications for a total of \$2.83 million, for upgrades to the Moruya Showground.

If these grants are successful and the Masterplan is adopted, the funding will enable the delivery of the majority of the Masterplan's high and medium priority actions.

A return on investment is expected from increased use and hiring, reduced maintenance spend due to updated infrastructure, reduced vandalism due to increased regular activity on site and improvements to the overall functionality of the site.

CONCLUSION

The draft Moruya Showgrounds Landscape Masterplan 2018 has been prepared incorporating input from all regular user groups, Council staff and public submissions received during the Council-endorsed public exhibition period. Minor changes were made to the draft document to address issues raised in the public submissions and to improve document clarity.

DRAFT MORUYA SHOWGROUND LANDSCAPE MASTERPLAN 2018 PUBLIC SUBMISSIONS

#	Doc number	Feedback Summary/Issue	Feedback detail	Recreation Services Recommendation and rationale
1	52019.18	Support for Masterplan	Positive feedback on document and masterplanning process	No document change - thank for response
2	52342.18	Support for Masterplan	Positive feedback on document and masterplanning process. Support for land expansion.	No document change - thank for response
3	53365.18	Support for Masterplan, increase priority of M16 'develop a landscape plan'	Would like to see a landscape architect engaged at the same time as high priority action to engage a heritage architect.	No document change. Actions are also prioritised to sequence site works. It is unsuitable to invest in a landscape plan prior to ground layout and building design being finalised.
4	53365.18	Support for Masterplan, increase priority of M14 'Design and construct a new bar building' and L2 'Undertake road works to create a new vehicle link around the show ring'. Queries regarding parking opportunities, shared maintenance compound	Concern that there is insufficient overflow parking for the annual rodeo, understanding that the shared maintenance facility was going to be moved off site, preference for increase in priority for items impacting larger numbers of site users.	Raise Action L2 from a low to a medium priority. Retain other action priorities noting that all actions are open to reprioritisation subject to funding but that prioritisation also reflects suitable sequencing of site works. Provide written response advising of overflow car parking adjacent to the Council Offices and the iterations of development of the Masterplan and the final decision, supported by the Showground Management Committee to keep the shared maintenance facility on site.
5	55468.18	Support for expansion of Showground perimeter. Request to increase priority of L2 'Undertake road works to create a new vehicle link around the show ring' and M9 'Explore the possibility of expanding the Showground perimeter'. Queries regarding the need for covered animal stalls over day yards, the shared maintenance compound, and access through the fenced dog agility area.	Concerns regarding limited space for parking and camping, in support of the expansion of the showground perimeter and provision of water and power to these locations. Concerns regarding accessibility around the show ring in bad weather. Preference to raise related action items to higher priorities. Perception that the 24 covered animal stalls and shared maintenance facility are not necessary infrastructure and these sites would be better used for animal day yards or other event-related facilities. Request that access to the fenced animal enclosure is available during events.	Raise Action L2 from a low to a medium priority. Retain other action priorities noting that all actions are open to reprioritisation subject to funding but that prioritisation also reflects suitable sequencing of site works. Reword Action H7 to 'Construct a fenced and lit animal enclosure with a reinforced central pipe rail to the north-west of the show ring' to provide additional tethering for horses. Provide written response advising of overflow car parking adjacent to the Council Offices, existing Action H17 to maintain and develop camping infrastructure to support camping, event access to fenced animal enclosure, and the iterations of development of the Masterplan and the final decision, supported by the Showground Management Committee, for the covered animal stalls and the onsite shared maintenance facility.
6	55469.18	Support for Masterplan, increase priority of M14 'Design and construct a new bar building' and L2 'Undertake road works to create a new vehicle link around the show ring'. Queries regarding the need for covered animal stalls over day yards, the shared maintenance compound, and access through the fenced dog agility area.	Concerns regarding accessibility around the show ring in bad weather, the popularity and varied use of the bar structure and the preference to raise related action items to higher priorities. Perception that the 24 covered animal stalls and shared maintenance facility are not necessary infrastructure and these sites would be better used for animal day yards or other event-related facilities. Request that access to the fenced animal enclosure is available during events.	Raise Action L2 from a low to a medium priority. Retain other action priorities noting that all actions are open to reprioritisation subject to funding but that prioritisation also reflects suitable sequencing of site works. Reword Action H7 to 'Construct a fenced and lit animal enclosure with a reinforced central pipe rail to the north-west of the show ring' to provide additional tethering for horses. Provide written response advising of overflow car parking adjacent to the Council Offices, event access to fenced animal enclosure, and the iterations of development of the Masterplan and the final decision, supported by the Showground Management Committee, for the covered animal stalls and the onsite shared maintenance facility.

**CAR18/029 GUNDARY OVAL DISTRICT SPORTS PARK LANDSCAPE
MASTERPLAN**

E94.6040

Responsible Officer: Kathy Arthur - Director Community, Arts and Recreation Services
Attachments: 1. Under Separate Cover - Gundry Landscape Masterplan
Outcome: Strong Communities, Desirable Lifestyle
Focus Area: 1.3 Encourage and enable healthy lifestyle choices
Delivery Program Link: 1.3.2 Plan for and provide a safe and accessible network of recreation and community facilities
Operational Plan Link: 1.3.2.3 Build, renew, operate and maintain recreation and community facilities

EXECUTIVE SUMMARY

The draft Gundry Oval District Sports Park Landscape Masterplan 2018 (Masterplan) is presented for Council's consideration and endorsement for a 28 day public exhibition period.

The draft Masterplan provides a framework for the development of the Gundry sporting precinct (Gundry) to achieve upgrade to Regional Sports Park standard in line with the Recreation and Open Space Strategy 2018 (ROSS 2018) Action C7.

Implementing the Masterplan will deliver the vision for Gundry 'to provide a regional quality sport and recreation venue that attracts regular sporting events and carnivals for a wide range of sports codes'.

The Masterplan is an aspirational document, balancing Gundry's current and future use, while acknowledging the site limitations of this low-lying and flood-prone land.

The Masterplan provides a basis to guide the future development and operations of Gundry. It also provides an evidence base to inform the allocation of Council resources as well as external funding applications for Gundry's development.

Similar to the development of the ROSS 2018 and the Moruya Showground Landscape Masterplan, the initial Masterplan research and preliminary engagement was undertaken in 2016-17 by consultants, ROSS Planning Pty Ltd. Further engagement with key user groups and internal stakeholders was undertaken by Council staff in 2017-18 to expand on the consultant's initial findings.

This engagement has informed the development of the Masterplan, which is now at a stage for public exhibition.

The draft Masterplan contains 30 prioritised actions with a total indicative cost to implement of \$1.98 million. The Masterplan also proposes three further actions for longer term consideration, subject to future demand, including land acquisition, construction of an indoor sport and leisure centre and additional car parking to accommodate increased future use of the site. The prioritised actions will be funded over time through a combination of annual capital bids, ROSS funded allocations and external grants. A total of \$739,285 is available for expenditure in the 2018-19 financial year towards Masterplan actions. This is a combination of grant funding and Council allocation.

**CAR18/029 GUNDARY OVAL DISTRICT SPORTS PARK LANDSCAPE
MASTERPLAN**

E94.6040

When adopted, the Masterplan will inform the development of a Plan of Management for Gundry Reserve to meet obligations under the new Crown Land Management Act 2016, which commenced on 1 July 2018.

If approved for exhibition the draft Masterplan will be made available on Council's website and copies will be placed at the Council Offices (2) and each of the three libraries.

RECOMMENDATION

THAT:

1. The draft Gundry Oval District Sports Park Landscape Masterplan be endorsed for the purpose of public exhibition for 28 days.
2. A further report detailing any submissions received, be presented to Council following the conclusion of the exhibition period.

BACKGROUND

The development of the draft Masterplan commenced in 2016 in conjunction with the development of Council's ROSS 2018, which was adopted on 27 February 2018. Adoption of the draft Masterplan will complete the ROSS 2018 high priority Action C7 - 'Finalise the Masterplan for Gundry Oval to upgrade the sports park to a regional facility standard'.

Gundry is of a size that can host regional football (soccer) and hockey, however not all facilities currently meet regional standard. Football, touch football, hockey and AFL are all regularly played on site, and Gundry also formerly hosted cricket.

The Masterplan provides a basis to guide the future development and operations of Gundry. It also provides an evidence base to inform the allocation of Council resources as well as external funding applications for Gundry's development.

Implementing the Masterplan will deliver the vision for Gundry 'to provide a regional quality sport and recreation venue that attracts regular sporting events and carnivals for a wide range of sports codes'.

The benefits of an adopted Masterplan include:

- A clear vision and plan based on evidence and community feedback
- Attract more regional and larger scale sporting events to Eurobodalla Shire
- Upgraded facilities to better accommodate regular local sports clubs and regional events
- Improved levels and frequency of sporting events through a reduction of field closures due to flooding and drainage issues
- Better positions the venue to attract grant funding for future development
- Improved car parking and increased public amenities

**CAR18/029 GUNDARY OVAL DISTRICT SPORTS PARK LANDSCAPE
MASTERPLAN**

E94.6040

CONSIDERATIONS

Gundry is a central and popular sporting venue however the reserve is low-lying and subject to flooding which impacts on development opportunities and costs.

Consultation identified:

- The current sporting amenities building is insufficient for current needs and limits increased usage of the site
- Lighting and fencing upgrades are required to meet standards for a regional-level facility
- Users would like increased seating and shelter around the site
- Parking and accessibility could be improved
- Drainage issues restrict field usage
- Flood liability limits structure development across many parts of the site.

Legal

Gundry is 18.7 hectares of Council owned land, plus a 0.1 hectare parcel of Council-managed Crown Reserve Land (Lot 12 Sec 22 DP758710).

On 1 July 2018, the *Crown Lands Management Act 2016* (the Act) was enacted. Council has been advised that within three years it will need to prepare Plans of Management for all Crown Land situated within this Shire and managed by Council. The draft Masterplan has been developed to be able to be incorporated into a future Gundry Reserve Plan of Management as required by the Act.

Policy

The Moruya Flood Plain Code (2012) outlines Council's requirements in relation to the use and development of land potentially affected by floods. Gundry is in flood liable land and therefore any development applications must provide specified flood information and development controls.

**CAR18/029 GUNDARY OVAL DISTRICT SPORTS PARK LANDSCAPE
MASTERPLAN**

E94.6040

Gundary is impacted by flooding from the Moruya River, Gundary Creek and stormwater overland flows. Ideally all development is located above the 1 percent Annual Exceedance Probability (AEP) flood planning level, which, at Gundary are as follows:

- Moruya River:
 - Residential 5.72m AHD (plus 500mm freeboard)
 - Commercial 4.48m AHD (plus 300mm freeboard)
- Gundary Creek
 - Approximately 2.5m AHD.

All building works will be undertaken above identified flood levels and in accordance with the Building Code of Australia.

Environmental

Gundary is generally flat open space in what was originally low-lying swampland. This has gradually been filled to accommodate the current playing fields. Unformed drainage lines flow across the facility in both a south to north and west to east direction. The site is subject to flooding after concentrated rainfall which results in field closures a number of times each year. All water flows leave the reserve and drain into the Moruya River, and as a result, high tides can also add to the impact of flooding and affect drainage time.

Ground levels of any future developments must be carefully engineered for effective drainage and to best direct runoff and water flow. Disruption to drainage and water flow through the site should be avoided. Any significant changes could impact on surrounding areas as floodwaters may back up or slow drainage processes.

The development of facilities such as amenities, storage, fencing and seating is not considered to be appropriate in some areas due to flooding and drainage risks. The Masterplan also recommends that the wetland area in the north-western portion of Gundary be retained as undeveloped open space.

Asset

The Masterplan includes a new sporting amenities building and upgrades to the existing sporting amenities building. It also flags possible future consideration of a substantial multipurpose indoor sport and leisure centre.

The implementation of the Masterplan actions will make site buildings more functional and compliant with requirements and standards, with an expectation that the new and renewed assets will increase usage, patronage and potentially increase revenues for Gundary operations and maintenance.

Social Impact

Implementation of the Masterplan will positively impact on community wellbeing, health and safety by providing a quality sport and recreation venue that can support both physical activity, community participation and social interaction. Situated close to the Moruya CBD and being in the geographical heart of this Shire, the upgrade of Gundary to a regional-level sports park will

**CAR18/029 GUNDARY OVAL DISTRICT SPORTS PARK LANDSCAPE
MASTERPLAN**

E94.6040

also provide a significant central location to attract sporting event and carnivals from across the Shire and beyond. It will also better reflect the level of use and importance of Gundry as a sporting venue in our Shire.

Financial

Indicative cost to implement the Masterplan is \$1.98 million (2018 dollars). There is also a possible further \$7 million worth of works should the indoor sport and leisure centre, additional car parking and land acquisition be pursued based on associated feasibility research and demonstrated future needs.

A total of \$739,285 is available for expenditure in the 2018-19 financial year towards Masterplan actions, including:

- \$510,000 for the new sporting amenities building - a combination of grant funding and Council allocation
- \$219,285 for sportsground refurbishment - from 2018-19 Operational Plan allocation
- \$10,000 for AFL goal catch nets - grant funded.

Council has also recently submitted a grant application for \$140,000 for Gundry sports field lighting upgrades.

Further grants and funding opportunities will be pursued to implement the Masterplan if approved by Council.

Community and Stakeholder Engagement

Extensive community and stakeholder engagement has contributed to the development of the Masterplan. The consultation process has guided a realistic and achievable landscape design and Action Plan detailing high, medium and low priorities.

The Masterplan was prepared by Council staff with input by ROSS Planning Pty Ltd, originally contracted to perform the initial consultation and prepare a draft document. Council staff have subsequently undertaken additional external and internal engagement, and further developed the document and landscape design.

The Masterplan includes a literature review and assessment of current trends, a description of the current site, engagement outcomes, the proposed landscape design, design considerations and an Action Plan with indicative costs.

Consultation was performed with identified user groups, including:

- Moruya Football Club (soccer)
- Moruya 6-a-side Football
- Broulee Moruya Giants AFL Club
- Eurobodalla Hockey Association
- Moruya Touch Association

**CAR18/029 GUNDARY OVAL DISTRICT SPORTS PARK LANDSCAPE
MASTERPLAN**

E94.6040

- Special Olympics South Coast Club
- St Mary's Primary School
- Moruya Public School
- Moruya High School
- AFL NSW/ACT; and
- the broader community through Recreation and Open Space Strategy surveys.

Internal consultation was also carried out and feedback, particularly from Infrastructure Works and Planning Development Services Divisions, was incorporated into the Masterplan.

Design considerations, current needs and future demands as well as opportunities and constraints for the entire site, were developed as a result of the information gathered through the consultation process. The Masterplan recommends solutions to best address these considerations.

Key actions in the Masterplan include:

- A new sporting amenities building that allows two sporting codes concurrent use; incorporating change rooms, storage, canteen, public toilets, amenities for referees and social meeting spaces
- Regional facility-standard upgrades that include:
 - low fencing around the main lit rectangular field and partially around the hockey field
 - full surface refurbishment of two lit rectangular fields
 - lighting upgrades to meet competition and training standards
- AFL/cricket field upgrades that include:
 - field realignment and slight lengthening
 - installation of a catch-net behind the northern goal posts
 - field irrigation
- Additional spectator seating, including selected covered seating
- Footpaths at various locations to improve team and spectator safety and amenity
- Drainage improvements, where practical
- Additional car parking.

The Masterplan also proposes a number of actions for longer term consideration, subject to future demand, including land acquisition, construction of an indoor sport and leisure centre and additional car parking to accommodate increased future use of the site.

CONCLUSION

The draft Gundary Oval District Sports Park Landscape Masterplan 2018 has been prepared incorporating input from all regular user groups, the community and Council staff.

exhibition period.

DR18/004 2018 NSW LOCAL ROADS CONGRESS

E04.8291

Responsible Officer: Phil Constable - Clr

Attachments: 1. 2018 Local Roads Congress Presentation
2. 2018 Local Roads Congress Communique

Focus Area: Connected and Accessible Places

Delivery Program Link: 7.1 Work in partnership to provide an integrated transport network

Operational Plan Link: 7.1.1 Advocate for improved transport links, services and infrastructure

EXECUTIVE SUMMARY

To provide Council with an overview of the 2018 NSW Local Roads Congress and recommend that Council promotes the outcomes from the Communique.

This is a Delegate Report from Councillor Phil Constable.

RECOMMENDATION

THAT:

1. The Delegate Report on the 2018 NSW Local Roads Congress be received and noted.
2. Eurobodalla Shire Council formally endorse the Congress Communique.
3. Council write to the following members highlighting the issues raised at the 2018 NSW Local Roads Congress and seeking their support:
 - a. The Hon Andrew Constance MP, Minister for Transport and Infrastructure and Member for Bega
 - b. The Hon Gladys Berejiklian MP, Premier of NSW
 - c. The Hon John Barilaro MP, Deputy Premier
 - d. The Hon Gabrielle Upton MP, Minister for LG
 - e. The Hon Ann Sudmalis MP, Member for Gilmore
 - f. The Hon Mike Kelly MP, Member for Eden-Monaro
 - g. The Hon Michael McCormack MP, Deputy Prime Minister and Minister for Infrastructure and Transport
 - h. The Hon Dr John McVeigh MP, Minister for Regional Development, Territories and Local Government.
 - i. All Opposition Candidates leading into the next NSW and Australian Government elections.
4. The key findings of the 2018 NSW Local Roads Congress be referred to the next South East Australian Transport Strategy Inc meeting.

DR18/004 2018 NSW LOCAL ROADS CONGRESS

E04.8291

BACKGROUND

The NSW Roads & Transport Directorate, a partnership between the Institute of Public Works Engineering Australia (IPWEA) and Local Government NSW, held the 2018 NSW Local Roads Congress in Sydney on 4 June 2018. The theme of the Congress was 'Roads as Critical Infrastructure'.

Councillor Phil Constable represented Council at the Congress.

Council's Director of Infrastructure Services, Warren Sharpe OAM, also attended. He is the current President of IPWEA NSW and also sits on the NSW Roads & Transport Directorate Executive Management Committee.

CONSIDERATIONS

The NSW Roads Congress provides a forum for Mayors, Councillors, Administrators, General Managers and senior Engineering staff to liaise with Ministers and senior NSW Government staff to discuss issues in the Roads and Transport portfolio. It is a once a year opportunity to meet together under a Local Government banner to debate solutions and advocate for additional road funding, as well as hearing the latest developments and issues in roads and transport.

Warren Sharpe OAM, on behalf of IPWEA (NSW) welcomed the delegates to the Congress, followed by Cr Linda Scott, President of Local Government NSW, with the opening address.

The keynote address to the congress was delivered by The Hon Melinda Pavey MP, Minister for Roads, Maritime and Freight.

The [Congress Program](#) consisted of the following topics and speakers:

Road Network:

- Rod Staples, Secretary, Transport for NSW
- Warren Sharpe OAM, President IPWEA (NSW) – *Infrastructure and Transport Requirements Throughout NSW*
- John Crozier, Chair, Trauma Committee, Royal Australasian College of Surgeons
- Mr Jim Sidoti MP, Parliamentary Secretary to Cabinet – *Engineers and Infrastructure*

Councils as Road Authorities – Critical Infrastructure Managers (Panel):

Clr Ken Keith OAM (Mayor, Parkes Shire Council); Bernard Carlton (Centre for Road Safety, Transport for NSW); Chief Inspector Phillip Brooks (Stakeholder Manager, NSW Traffic & Highway Patrol Command); Melissa Weller (Safety and Skills Advisor, Australian Trucking Association); John Gilbert (National Heavy Vehicle Regulator, Chain of Responsibility); Martin Dwyer (State Emergency Management Committee Engineering Functional Area).

Roads and Transport:

- John Dinan (RMS - RMCC)
- Ms Jodi Mackay MP (Shadow Minister for Transport and Shadow Minister for Roads, Maritime and Freight)

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- Mick Savage (Manager, Roads & Transport Directorate).

The Congress Dinner guest speaker was Greg Aplin, Chair NSW Staysafe Committee.

The presentation made by Warren Sharpe OAM to the Congress is attached.

A key outcome of the Congress is the production of the Congress Communiqué. This Communiqué represents a summary of the collective views of local government and guides the advocacy activities of the NSW Roads & Transport Directorate and LGNSW over the coming year. A copy of the Congress Communiqué is attached.

New South Wales delegates will put forward elements of the NSW Communiqué at the National Local Roads and Transport Congress in Alice Springs, Northern Territory, in November this year.

These outcomes will also be discussed with the South East Australian Transport Strategy Inc at their next meeting to be hosted by Baw Baw Shire Council, Victoria, on 16-17 August 2018.

Asset

The NSW Roads Congress is a key advocacy forum aimed at developing a united position for improving the funding model to Councils from the NSW and Australian Governments. This is informed by the collaborative partnership and evidence based work undertaken by the NSW Roads & Transport Directorate.

Local government acknowledges the key role that capital funding programs provide in assisting to address issues of social equity, road safety, and driving the economy, noting the particular importance of providing support to regional communities.

The Australian Government has announced a commitment to increase Roads to Recovery (R2R) funding for Councils across Australia from \$350 million to \$400 million a year beginning 2019-2020. The R2R Program is now a permanent feature under the National Land Transport Act 2014, allowing the program to continue beyond 2021-22. The R2R funding is critical to the effective management of Council roads and there is still a need for the quantum of this funding to be increased to sustain local road infrastructure, improve road safety outcomes, manage growing congestion, and provide improved freight connections to improve the efficiency of links between areas of production and national and international ports and markets.

In addition, Eurobodalla has benefitted from the following Government funding programs:

NSW Government

- Rebuilding NSW
- Regional Road Block Grant and REPAIR Programmes
- Fixing Country Roads
- Active Transport Program
- Safer Roads Program (including Blackspot Program) – cofounded with Australian Government
- Aboriginal Communities Program

Australian Government

- Bridges Renewal Programme
- Heavy Vehicle Safety and Productivity Programme

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- Roads to Recovery Program
- Financial Assistance Grants.

This funding is vital to sustain and upgrade transport infrastructure within Eurobodalla (and across NSW), assist in maintaining the existing infrastructure network, to improve transport and traffic efficiency, and to improve safety outcomes on regional roads.

Social Impact

The chronic under-funding of basic road resurfacing and renewal works is contributing to worsening road safety outcomes as evidenced by the increasing road toll on local and regional roads. The Congress noted that the road toll in NSW increased from 307 in 2014 to 392 in 2017, with more than half of these occurring on roads under the care, control and management of Local Government. Current statistics point to this figure increasing to around 420 for the 2018 year. The Congress also noted with concern that there were more than 12,000 serious crashes in NSW in 2017 and accepts that all levels of Government must give road safety greater attention.

The 2017 Road Benchmarking Report shows that only 42 Councils have a Road Safety Plan in place and that half of these plans were prepared during 2017. The remaining 86 Councils must be encouraged and supported to develop Road Safety Plans to ensure all Councils are considering the road safety implications of all the activities they undertake.

The NSW Local Government Road Safety Officers program is a key part of addressing the road safety issue. There is still uncertainty surrounding the basis for funding of the NSW Local Government Road Safety Program (LGRSP). The NSW Road Safety Plan 2021 supports the LGRSP through to 2021 and beyond. The Congress called on the State Government to confirm that funding for the NSW Local Government Road Safety Program is on a three-year rolling program basis and that this advice be formally confirmed for Councils. The provision of appropriate supporting grant funding from the NSW and Australian Governments assists in developing regional economies, and improving the condition of transport infrastructure to open up routes to higher productivity freight links as well as improving road safety on regional and local roads.

Eurobodalla Shire Council is one of a limited number of Councils who has a formal Road Safety Plan. Our Council has also built in-house capacity with qualified Road Safety Auditors and a Road Safety Officer on staff. This Road Safety Plan is currently under review and is expected to be completed in late 2018.

The Congress supported the ongoing development of a skilled and qualified workforce as essential for the effective stewardship of road infrastructure for NSW communities. Research presented by IPWEA NSW shows that:

- All Councils currently have qualified Engineers
- 29% of Engineer roles are filled by non-qualified personnel
- There is no requirement in NSW for Engineers to be registered (noting Queensland has had this in place for some time and Victoria is now implementing this legislation)

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- Only 53% of Councils have a cadetship program to develop qualified Engineers for the future with the specific skills needed by Local Government.

Eurobodalla Shire Council is recognised as a leader in training Operational and Engineering expertise through its traineeships and cadetship programs, allowing our young people to develop a career in Local Government and to provide highly skilled personnel to deliver services to our community both now and into the future.

Community Engagement

Council continues to advocate on behalf of the community for improvements to the road transport network. It is recommended that a copy of the communique, noting Council's endorsement, be forwarded to:

- a. The Hon Andrew Constance MP, Minister for Transport and Infrastructure and Member for Bega
- b. The Hon Gladys Berejiklian MP, Premier of NSW
- c. The Hon John Barilaro MP, Deputy Premier
- d. The Hon Gabrielle Upton MP, Minister for LG
- e. The Hon Ann Sudmalis MP, Member for Gilmore
- f. The Hon Mike Kelly MP, Member for Eden-Monaro
- g. The Hon Michael McCormack MP, Deputy Prime Minister and Minister for Infrastructure and Transport
- h. The Hon Dr John McVeigh MP, Minister for Regional Development, Territories and Local Government
- i. All Opposition Candidates leading into the next NSW and Australian Government elections.

Economic Development Employment Potential

The advocacy work undertaken for local and regional roads seeks to align with the NSW and Australian Governments' strategic direction in driving economic development and employment through improved transport efficiency and safety.

The injection of government grants into regional economies via Councils also has a positive impact on employment during the planning and construction phases of projects.

The outcomes of the NSW Roads Congress are reflected in Council's Infrastructure Advocacy document.

Financial

Grants obtained through the various programs flowing from advocacy activities assists Council to fund services to the local community, improve economic efficiency, and decrease the financial burden on communities resulting from road trauma.

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CONCLUSION

The issues identified at the NSW Local Roads Congress are applicable to all Councils across NSW including Eurobodalla Shire Council.

Council should formally support the outcomes as outlined in the Congress Communique and lobby government to address the issues identified for the benefit of our own local community and the NSW and Australian economy.

Eurobodalla Shire Council

Transforming our Local Road Network

The Journey So Far

Warren Sharpe OAM
President IPWEA NSW
Director Infrastructure Services
Eurobodalla Shire Council



Overview

- ✔ Eurobodalla in the NSW Context
- ✔ Our Unsealed Road Network
- ✔ Our Sealed Road Network
- ✔ Our People

Eurobodalla in the NSW Context



NSW Road Safety Plan (2017)

- 392 fatalities
- Over 12,000 injury crashes
- \$7.6B in economic cost

Eurobodalla Road Safety Plan (2016)

- 3 fatalities
- 88 injury crashes
- 48 injury crashes on local roads (55%)
- Average rainfall 970mm per year
- Population 38,000 (summer 120,000)
- GDP \$1.3B (visitors \$370M)

Eurobodalla in the NSW Context



NSW Road Network

- 18,028km State Highways
- 83,661km sealed local & regional roads
- 81,685km unsealed local & regional roads

Eurobodalla road network

- 57.5km sealed regional roads
- 530km sealed local roads
- 418km unsealed local roads
- Traffic from 20-18,000 vehicles per day
- Replacement value \$605M

Eurobodalla in the NSW Context



NSW Transport Network

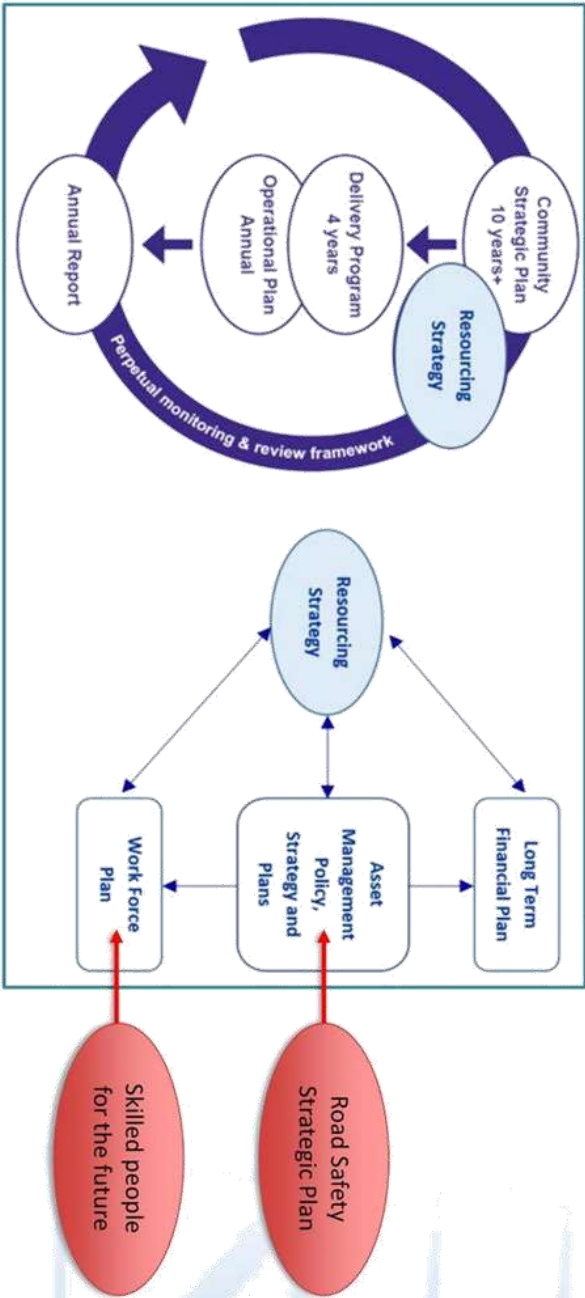
- Future Transport 2056
- Freight and Ports Strategy
- Tourism and Transport Plan
- Road Safety Plan 2021 – Towards Zero
- Highway Corridor Strategies

Eurobodalla road network

- Northern Area of Eurobodalla Traffic Study
- Batemans Bay Traffic & Transport Study
- **Road Safety Plan 2018 (under review)**
- Pathways Strategy 2017
- Parking Studies
- Transport Asset Management Plan 2017
- Local Road Risk Management Policy

Eurobodalla in the NSW Context

Integrated Planning and Reporting Framework



Eurobodalla in the NSW Context

- ▶ Our Delivery Program/Operational Plan 2017-18
 - ▶ *Provide a safe, efficient and integrated transport network*
 - ▶ Maintenance ratio = 100%
 - ▶ Infrastructure Renewal ratio > 100%
 - ▶ Infrastructure backlog ratio 6.9% (improving)

▶ Community Survey 2016 (Micromex) – top 3 infrastructure gaps

Performance Gap Ranking	Infrastructure Assets	Importance Mean	Satisfaction Mean	Performance Gap
1	Capacity of infrastructure, including traffic management and congestion at peak times	4.21	2.54	1.67
2	Provision and maintenance of sealed roads	4.53	2.96	1.57
3	Provision and maintenance of unsealed roads	4.23	2.79	1.44

Our Unsealed Local Road Network

Year 2004

- Small gravel resheeting program using natural gravels
- Reports of school buses and milk tankers sliding off roads
- Wet weather – activate spreading of aggregate
- Dry weather – high dust levels
- Lots of complaints on unsealed roads
- High demand for sealing of roads
- Multiple grading crews
- 100% backlog in resheeting work
- 55 timber bridges



Our Unsealed Local Road Network

Year 2018

- Single crew on maintenance grading (start/finish on the job 47.5 hours per week, crew 4 days, team 5 days/week)
- Maintenance grading schedule on web-site
- Level of service shared more equitably
- Fully funded gravel resheeting program
- Backlog in gravel resheeting reduced to \$6M or 40% of network (down from \$15M/100%)
- More highly trafficked unsealed roads now sealed (approximately \$1.0M/km vs resheeting \$35-40,000/km)
- Long term plan to move rural road sealing/reconstruction funds to the sealed road network (for capacity/pavement renewal)
- 17 timber bridges replaced with concrete over 15 years loan and grant funded (38 timber bridges retained)

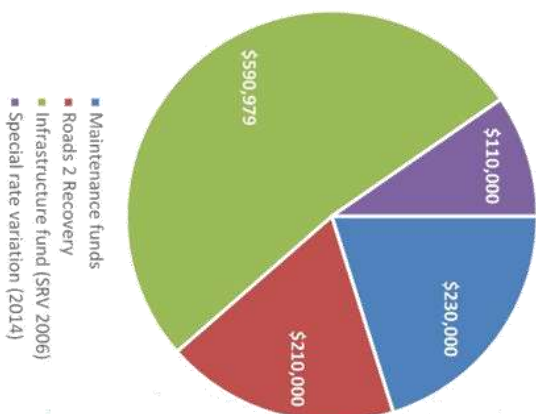


Our Unsealed Local Road Network

What did we change?

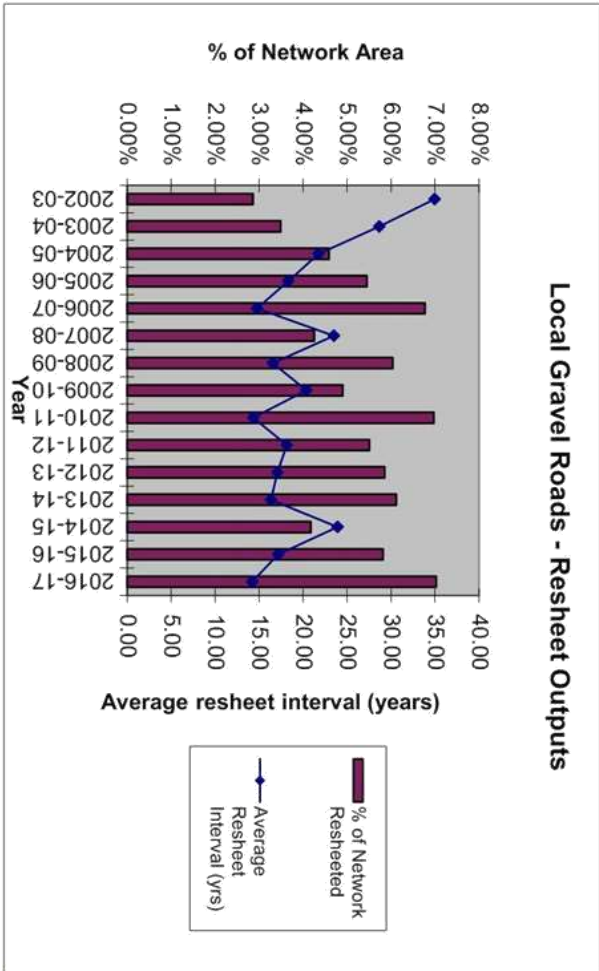
- Method of maintenance grading
- **Standard of road crossfall – 1-3% increased to 5-6%**
- Removed retention of windrow on the side of the road
- Modified method of rolling (roll to centre to maintain a crown)
- Tail-out drainage away from creeks and gullies
- Implemented targeted culvert construction program
- **Implemented sustainable gravel resheet program**
- Hierarchy (nominal resheet 12 or 15 year cycles)
- **New specification for resheeting gravel**
- Restored sheet flow drainage by removing build up on side
- Widened roads where easy to create 5-6m in travel width
- Secured rate variations specific to infrastructure renewal
- **Re-directed Roads to Recovery funding to gravel resheeting**

Gravel Resheeting Budget Break-up



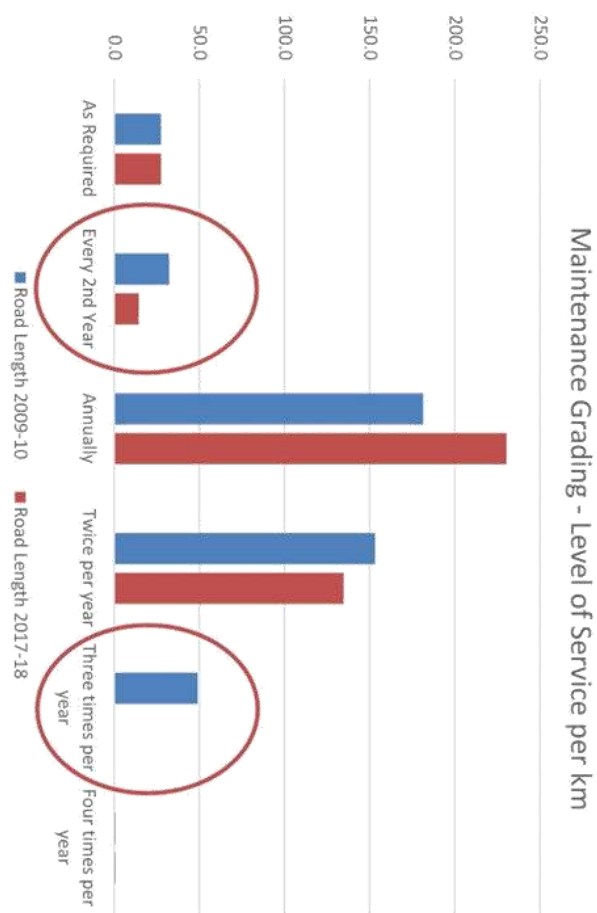
Our Unsealed Local Road Network

► Sustainable gravel resheeting program



Our Unsealed Local Road Network

More equitable level of service



Our Sealed Road Network

Year 2004

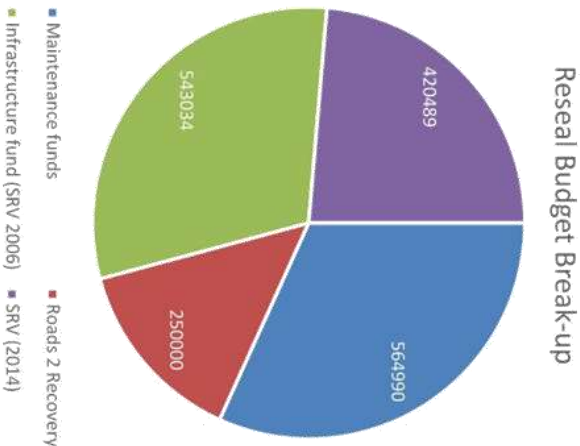
- Very small reseal program
- Lots of potholes and road failures
- High level of customer complaint
- All crews tasked on pothole repair weekly
- 'Jetpatcher' doing temporary repairs (10% of total available maintenance budget)
- High level of complaint about quality of repairs
- Run-off road accidents due to aged seals
- No road hierarchy specified
- Insufficient funding to work pro-actively
- Risk management policy/code in place
- Good urban roads reconstruction program
- Insufficient qualified people and training
- Holding on '*by the skin of our teeth*' in a high risk environment



Our Sealed Road Network

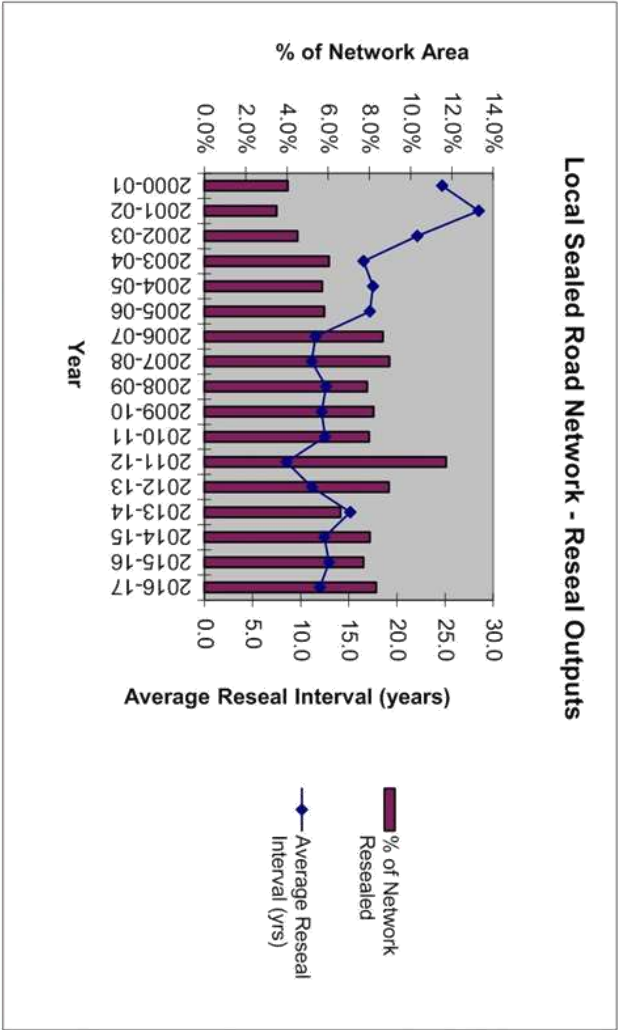
Year 2018

- Network thinking, road hierarchy imbedded
- Road capacity issues identified
- Road safety issues under further review
- Fully funded resal program
- Almost no backlog in reseals
- Significantly less pothole repair
- Jetpatcher sold
- Improved pro-active maintenance
- Heavy patching focussed on resal preparation
- Insufficient funding to sustain road pavements which are in steady decline in condition
- Good urban roads reconstruction program
- Capital funding program to address capacity and road safety (substantially grant funded)
- Minor improvements program for road safety eg protective fencing, roadside hazard treatment)
- Pathways increased from about 40km to 108km



Our Sealed Road Network

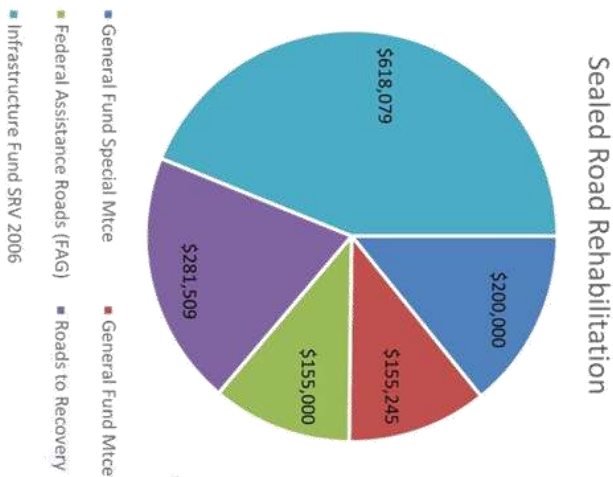
➤ Sustainable resal program



Our Sealed Road Network

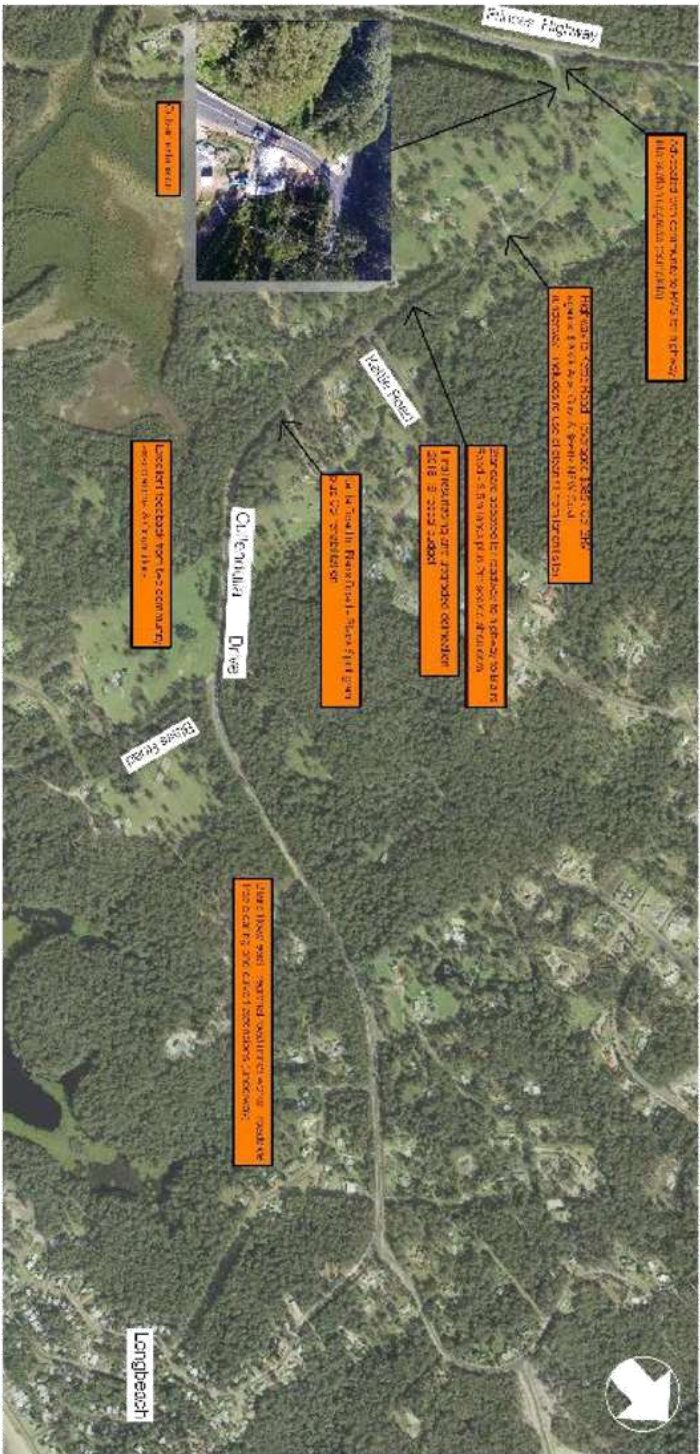
What did we change?

- Standard of road crossfall – 1-3% increased to 4%
- Pavement materials standard increased to crushed rock
- **Pavement design life increased from 20 to 40 years**
- Deep lift asphalt pavements for highly trafficked roads
- **Sustainable resal program**
- Traffic, parking and pathway strategies in place
- Transport asset management plan developed
- Special rate variations ring-fenced for renewal
- Loan/grant funded bridge replacement program
- Reduced capital program
- **Re-directed Roads to Recovery/part FAGS Roads to reseals/sealed pavement renewal**
- Successful grants for bridges, capacity & safety upgrades
- Improved focus on road safety – mass actions, pedestrians/cyclists & place
- **Recycled materials being used for road safety actions**



Our Sealed Road Network

Example of route improvement – Cullendulla Drive (3,500vpd)



Our Sealed Road Network

Example of route improvement – Cullendulla Drive

- Roadside hazard treatment (underway) – Blairs Road to Long Beach



Our People

✔ LG must work as a sector to:

- Grow the number of qualified and experienced Engineers, Technical and Operational staff
- All Councils currently employ qualified Engineers (IPWEA NSW 2018)
- **Only 53% of Councils have a Cadet Engineer – a self-fulfilling downward spiral for future resourcing to serve NSW communities**

✔ Eurobodalla Infrastructure Services

- 242 EFT staff
- Set 10% target within Infrastructure Services for Cadets, Trainee and Apprentices
- Mandatory for all staff to undertake a min Cert III
- 6 Cadet Engineers, 1 Cadet Surveyor
- 3 Cadet Technical Officers
- 25 Civil Construction/Water/Sewer Trainees
- 8 Apprentices
- 1 Administration Trainee Depot
- 5 Technical Staff trained in Road Safety Audit





thank you

www.ipwea.org/nsw

NSW LOCAL ROADS CONGRESS
Roads as Critical Infrastructure
4 June 2018
Congress Communiqué

The NSW Roads & Transport Directorate, a partnership between Local Government NSW (LGNSW) and the NSW Institute of Public Works Engineering Australasia (IPWEA NSW), in holding the 2018 NSW Local Roads Congress resolved to announce the following communiqué.

The Congress recognizes the contribution of other levels of Government in providing ongoing financial assistance for the management of local roads and infrastructure, particularly in regional areas through:

NSW Government

- Rebuilding NSW
- Fixing Country Roads
- Fixing Country Rail
- Fixing Country Truck Washes

Australian Government

- Bridges Renewal Program
- Heavy Vehicle Safety and Productivity Programme
- The current \$744.5m Black Spot Programme with a commitment to providing \$60m per year after 2021-22
- Roads to Recovery Program

The Roads to Recovery program will provide local Councils across Australia with a total of \$4.8 billion from the 2013-14 financial year to the 2021-22 financial year. The Australian Government has announced a commitment to increase R2R funding for Councils across Australia from \$350 million to \$400 million a year beginning 2019-2020¹. The Roads to Recovery Program is now a permanent feature under the National Land Transport Act 2014, allowing the program to continue beyond 2021-22. The R2R funding is critical to the effective management of Council roads and there is still a need for the quantum of this funding to be increased to sustain local road infrastructure, improve road safety outcomes, manage growing congestion, and provide improved freight connections to improve the efficiency of links between areas of production and national and international ports and markets.

The increase in the NSW road toll from 307 in 2014 to 392 in 2017 with almost 70% occurring on roads under the care, control and management of Local Government is a significant and growing concern. Current statistics point to this figure increasing to around 420 for the 2018 year. The Congress also notes with the same level of concern there were more than 12,000 serious crashes in NSW in 2017 and accepts that all levels of Government must give road safety greater attention.

¹ Chester, D. 2017, Road Safety focus for Roads to Recovery Program, media release 07 November, Canberra, viewed 5 June 2018, < http://minister.infrastructure.gov.au/chester/releases/2017/november/dc349_2017.aspx>

The 2017 Road Benchmarking Report shows that only 42 Councils have a Road Safety Plan in place and that half of these plans were prepared during 2017. The remaining 86 Councils must be encouraged and supported to develop Road Safety Plans to ensure all Councils are considering the road safety implications of all the activities they undertake.

There is still uncertainty surrounding the basis for funding of the NSW Local Government Road Safety Program. The NSW Road Safety Plan 2021 supports the LGRSP through to 2021 and beyond. The Congress calls on the State Government to confirm that funding for the NSW Local Government Road Safety Program is on a three-year rolling program basis and that this advice be formally confirmed for Councils.

The Congress notes the invaluable two-way partnership between Councils and the RMS in delivering the Roads Maintenance Council Contracts on State highways across regional NSW. The Congress supports the on-going direct delivery of the RMCC by Councils for the RMS, noting Councils should not be compelled to deliver the RMCC via Joint Organisations. The Congress encourages the RMS to work with Councils and the Roads & Transport Directorate to develop and imbed the new RMS system requirements for the effective delivery on RMCC and to further build capacity across the Local Government sector.

The Congress supports the on-going development of a skilled and qualified workforce as essential for the effective stewardship of road infrastructure for NSW communities. The Congress notes the research presented by IPWEA NSW which shows that:

- All Councils currently have qualified Engineers
- 29% of Engineer roles are filled by non-qualified personnel
- There is no requirement in NSW for Engineers to be registered (noting Queensland has had this in place for some time and Victoria is now implementing this legislation)
- Only 53% of Councils have a cadetship program to develop qualified Engineers for the future with the specific skills needed by Local Government.

The Congress fully supports the Australian Local Government Association's (ALGA) call for the Australian Government to commit to:

- Helping to maintain living standards and local economic growth by restoring the quantum of the Financial Assistance Grants to a level equal to at least 1 percent of Commonwealth tax revenue;
- Realising the productive potential of Australia's freight routes by establishing a Local Freight Productivity Investment Plan, funded at \$200 million per annum for five years, to ensure that first mile/last mile and freight connectivity issues are addressed;
- Improving the safety and management of local roads by doubling Roads to Recovery funding;
- Improving the safety and management of local bridges by making the Bridges Renewal Program permanent.

The Congress fully supports The Local Government NSW (LGNSW) submission to the Staysafe Committee's *Inquiry into Heavy Vehicle Safety and Use of Technology to Improve Road Safety* calling on ongoing funding to improve safety on Council managed roads:

"While LGNSW has welcomed the Government's recent announcement of a new \$125 million Saving Lives on Country Roads program, we believe there is ample justification for an additional \$125 million to specifically address road safety outcomes on the Council managed local and regional road network."

To further the outcomes of this Congress, the Congress calls on Governments to take the following measures:

NSW Local Government

The Congress calls on Local Government in NSW to:

Progress the Congress Communiqué by writing to the relevant Ministers and their local NSW and Australian Government MPs seeking their support for the Congress outcomes

1. Continue to improve asset management performance by:
 - a. continuing to work with the Office of Local Government to improve the transparency and consistency of infrastructure measures within the Integrated Planning & Reporting framework, including incorporation of a Road Safety Plan within Council Resource Plan
 - b. building capacity within the Local Government industry by supporting ongoing training and knowledge sharing
 - c. taking responsibility for developing skilled professionals for tomorrow through cadetships, experiential development programs and supporting a phased requirement for the registration of Engineers
 - d. encouraging region based standing working groups on asset management to provide peer support to public works professionals and Councils in each area
2. Support the employment of better techniques and the importation of proven technology to better meet our community's needs.
3. Commit to encouraging modal change for people movement through promotion of public transport and active travel solutions in metropolitan and larger regional centres.

NSW Government

The Congress calls on the NSW Government to:

1. Develop a sustainable funding model for Local Government in NSW which removes the impediments to sustainable funding within the existing Integrated Planning and Reporting framework
2. Support the Notice of Motion before the Parliament to:
 - (1) Recognise the importance of qualified engineers and calls on the government, in consultation with key industry groups, to implement on a transitional phase in basis, a requirement for all local government authorities to have a suitably qualified engineer.
 - (2) Call on the Government to recognise engineers as a profession, through a state and national registration scheme, similar to Queensland and as raised at Council of Australian Governments in 2011-12.
 - (3) Support cadetships for civil engineering across all Government projects, in order to ensure the long-term workforce capabilities.
3. Redistribute Federal Assistance Grants to regional NSW to address social equity and reduce the infrastructure funding gap, with a more meaningful rate charged on urban land so large urban Councils are not financially disadvantaged.
4. Increase the existing Regional Road Block Grant and Repair Programme allocations to reflect increases in the construction cost index which is well above CPI.

5. Continue to support Local Government Reform through processes such as the IPART Review of the Local Government Rating System
6. Initiate consultation with Local Government to develop a Freight Strategy to increase productivity through targeted investment
7. Work through the RMS to support Councils needing assistance to achieve R2 prequalification to ensure Councils are strengthened in contracting to RMS to deliver Road Maintenance Council Contracts (RMCC).
8. Implementation of future RMCC Contracts be direct with Councils and any other arrangements only at the request of the individual Councils, avoiding the pitfalls of a one size fits all approach.
9. Support for Councils to work with local businesses and communities to implement local and regional Climate Change Plans - particularly in relation to infrastructure.
10. Support Councils in developing and implementing strategic Road Safety Plans as part of the implementation of the NSW Road Safety Plan 2021. This could be achieved through the:
 - a) Delivery of a capacity building program similar to the successful Local Government Road Safety Auditor Training Program delivered by IPWEA NSW to improve specialist skills and capacity within Local Government
 - b) Provision of funding support for the development of a Road Safety Plan for those Councils below a rating threshold to be determined in conjunction with LGNSW
11. Increase financial support for Weight of Loads groups for better road asset management and road safety.
12. Provide planning and funding for initiatives that contribute to the reduction of private car journeys across the state such as additional commuter and satellite parking facilities. This is a broad benefit initiative that will have a positive impact on road safety outcomes, reducing congestion, improving community health and optimizing asset useful lifecycle.
13. To improve systems for open reporting and sharing of data with Local Government including during emergency situations (eg road closures).
14. Support Regional NSW development by funding regional infrastructure to support and stimulate local economies and improve services in communities.
15. Continue to work with Local Government to develop a more equitable financial arrangement for the implementation of the use of day labour to repair road infrastructure when responding to undertake repairs resulting from natural disasters.

NSW & Australian Governments

The Congress calls on the NSW and Australian Governments to:

1. Continue the funding to Local Government under grant programmes such as *Fixing Country Roads* and the *Bridges Renewal Programme*
2. Build upon the Fixing Country Rail Programme to target the reduction of freight loads on local and regional roads, including resolving institutional impediments for access to existing rail
3. ALGA work with COAG, informed by State LG peak bodies and IPWEA NSW, to develop a new National Infrastructure Partnership for the three tiers of Government for smarter long term investment planning in transport and community infrastructure.
4. Provide new guidelines to allow National Disaster relief payments to be used by Local Government for betterment of affected assets and to allow the use of Council's day labor resources to assist communities during emergency response and recovery operations.

Australian Government

The Congress calls on the Australian Government to:

1. Review the distribution of Federal Assistance Grants, having regard to social equity for local Councils having lower populations
2. Increase the current level of Roads to Recovery funding and make the Programme permanent from the commencement of the 2019-20 financial year and commit to double available funding to at least \$700 million per annum
3. Progressively increase funding to Local Government tied to a percentage of the GST equivalent to 1% of National GDP

Australian Local Government Association

The NSW Congress seeks the support of ALGA to deliver the NSW Roads Congress outcomes.

Further enquiries:

Warren Sharpe OAM, President IPWEA (NSW) - 0409 398 358

Garry Hemsworth, Director IPWEA (NSW) – 0427 432 216

Mick Savage, Manager Roads & Transport Directorate - 0418 808 085

17. 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.

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.