

NSW LOCAL ROADS CONGRESS

Driving a new Direction

6 June 2016

Congress Communiqué

The NSW Roads & Transport Directorate, a partnership between the Institute of Public Works Engineering Australasia (IPWEA) and Local Government NSW, in holding the 2016 NSW Local Roads Congress resolved to announce the following communiqué.

The Congress congratulates Governments on providing ongoing financial assistance for the management of local roads and infrastructure, particularly in regional areas through:

- \$50 million from the NSW Government through Round 2 of the Fixing Country Roads Programme for roads in regional NSW
- \$40.58 million from the Australian Government for 55 projects through the Bridges Renewal Round 2 Programme and \$52.44 million for 25 projects under Round 4 of the Heavy Vehicle Safety and Productivity Programme
- \$53.5 million from the Australian Government under the Black Spot Programme in 2015-16
- A total allocation of \$225.1 million from the Australian Government for NSW Councils in 2016-17 under the Roads to Recovery Programme.

The introduction of the Fixing Country Rail Programme is a further State Government initiative which has the potential to lower the freight impact on local roads through directing more freight onto the rail network, including the linkages to NSW ports.

These programmes have greatly assisted NSW regional councils in developing their regional economies, improving the condition of transport infrastructure, opening up additional HML freight links and promoting road safety on regional and local roads.

The *Road Management Report* and the *Timber Bridge Management Report 2014* published under the NSW Roads & Transport Directorate's Road Asset Benchmarking Project disclosed an annual funding gap of \$447 million. This is not a backlog but an annual deficiency in expenditure necessary to maintain the regional and local road networks in their current condition. With the exception of Roads to Recovery funding which has a limited life, the funding provided by both State and Federal Governments is not addressing this deficit. It is critical that the Roads to Recovery Programme is extended permanently into the future.

The report highlights that the sustainability of transport infrastructure requires new funding to support regional NSW communities who have long lengths of roads, lower population densities yet produce high value product, feed the nation, drive exports and provide the playground for our cities.

The Congress fully supports the Australian Local Government Association's (ALGA) *Local Government's Plan for an Innovative and Prosperous Australia 2016* proposal which quotes a National Transport Commission statistic that 36% of all kilometers travelled are on local roads. In particular, the Congress supports the call to:

- Restore the indexation of Financial Assistance Grants
- Financial Assistance Grants to be indexed annually

- Increase in the quantum of FAGs to at least 1 per cent of Commonwealth taxation
- Local Government – Higher Productivity Investment Plan of \$200 million per year for 5 years
- Permanent doubling of Roads to Recovery (to at least \$700 million per annum)

The Congress fully supports The Local Government NSW (LGNSW) *Submission on the NSW Budget for 2016/17* publication in relation to road and transport infrastructure issues.

It is noted that there is some uncertainty in the basis for funding of the NSW Local Government Road Safety programme. The Congress calls on the State Government to confirm that funding for the NSW Local Government Road Safety Programme is on a three year rolling programme basis and that this advice be formally confirmed for councils.

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:

1. advocate for their communities by writing to the relevant Ministers and their local NSW and Australian Government MPs seeking their support for the Congress outcomes
2. continue to improve asset management performance by:
 - a. continuing to work with the Office of Local Government to complete the framework to provide transparency and consistency of infrastructure measures within the Integrated Planning & Reporting framework
 - 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 and experiential development programmes
 - d. encouraging region based standing working groups on asset management to provide peer support and pressure to public works professionals and councils in each area
 - e. encourage implementation of the NAMPF as the standard audit tool for Local Government asset management capability.
3. support the employment of better techniques and the importation of proven technology from outside the industry to better meet our community's needs.

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. redistribute Federal Assistance Grants to regional NSW to address social equity and reduce the infrastructure funding gap, with a more meaningful rate charged on city land so urban councils are not financially disadvantaged.
3. continue to provide resources to Local Government for the management and upgrade of transport infrastructure, particularly to address the declining condition of bridges

4. implement a programme through the Department of Planning to develop strategies to determine and mitigate the cumulative impact of State Significant Development, e.g. mining, on communities and transport infrastructure beyond the immediate development area
5. initiate consultation with Local Government to develop a Freight Strategy to increase productivity through targeted investment
6. increase the Regional Road Block Grant funding to address the 89 million per year funding gap on regional roads.
7. commit to ongoing council involvement in existing RMCC arrangements on the state road network.
8. Support for councils to work with local businesses and communities to implement local and regional Climate Change Plans - particularly in relation to infrastructure.
9. Request State funding to assist in the provision of Road Safety Audit Training for a nominated Road Safety Auditor within each council in NSW.
10. A Transport for NSW person to be added to the IPWEA Roads and Transport Directorate.
11. Increase financial support for Weight of Loads groups for better road asset management and road safety.
12. to improve reporting and sharing of data with Local Government for emergency situations (road closures etc).

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, 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. allow National Disaster relief payments to be used by Local Government for betterment of affected assets, not just replacing like with like so the problem recurs.

Australian Government

The Congress calls on the Australian Government to:

1. restore the CPI increase in Financial Assistance Grants to Local Government
2. review the distribution of Federal Assistance Grants, having regard to social equity for local councils having low populations
3. maintain the current level of Roads to Recovery funding and make the Programme permanent from the commencement of the 2019-20 financial year
4. progressively increase funding to Local Government tied to a percentage of the GST equivalent to 1% of National GDP
5. Permanent doubling of Roads to Recovery (to at least \$700 million per annum)

Australian Local Government Association

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

Further enquiries:

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Submission to GHD & Transport for NSW on Regional Boating Plans

Background

The Maritime Management Centre within Transport for NSW (TfNSW) together with the Roads & Maritime Services is undertaking a statewide study of existing boating facilities and safety measures to inform the development of Regional Boating Plans for each of the major waterways in NSW.

More information is available via the web at:

<http://www.transport.nsw.gov.au/engagement/nsw-regional-boating-plans/fact-sheet>

Eurobodalla has been included in the Far South Coast Region Plan.

This document represents Eurobodalla Shire Council's submission to inform the Far South Coast Regional Boating Plan. Individuals may also make submissions direct to TfNSW via the survey monkey on the web.

Strategic Funding Paradigm

Income from waterways activities and licenses goes directly to the State and Australian Governments.

There is however an expectation that Council will provide, improve, maintain and renew boating facilities and marine structures for the local community and the many hundreds of thousands of visitors to our Shire.

Eurobodalla is the playground of many larger cities and regions with tourists regularly visiting to enjoy the beautiful rivers, lakes and oceans within Eurobodalla. Tourism is our largest employment and economic driver, worth almost \$400M/year to our Shire.

The funding available to Council to deliver the expected services to a much wider region is insufficient for the task, especially in a 'rate capped' environment.

The existing Better Boating Program and Recreational Fishing Trust programs have been good at providing additional capital funding to aid in the development of marine structures. Eurobodalla Shire Council has placed a major emphasis on improving boating facilities over the last decade.

However, the current State funding programs do not provide funding to meet the ongoing maintenance and renewal costs, nor do they provide for the acquisition of land for boating facilities (eg as needed at Nelligen township).

This is placing an unreasonable burden on local ratepayers and it is also stifling development of this key infrastructure as decisions are being limited by the current funding paradigm.

We recommend that:

1. The State introduce a much higher level of funding for the provision, maintenance and renewal of marine infrastructure under local government control on public lands, including a minimum of 75% of the 'whole of life cost' for all facilities.
2. The State maintain or increase the current level of funding and maintain responsibility for provision of State owned infrastructure (eg rockwalls, entrance treatments, commercial wharfing structures and the like), and that the State consolidate care and maintenance of these facilities under one specialist marine infrastructure department. This department should provide a centre of excellence to advise local government on marine matters.
3. The State investigate opportunities for greater private involvement in funding and/or operating marine infrastructure. This should give consideration to low interest loans and funding the capital component for infrastructure that would otherwise not be commercially viable where a broader economic and/or employment benefit can be derived (refer commercial wharf on the Clyde River estuary).
4. The State continue to fund 100% of any dredging works for boating, for either recreational and/or commercial operators and recoup part or all of this through appropriate user charging regimes.
5. The State address and provide for the marine berthing cost associated with NSW Marine Rescue units to avoid this stress being passed to community volunteer organisations (eg mooring fee for Batemans Bay unit in the Batemans Bay Marina).
6. The State review emergency services with a view to:
 - a. consolidating facilities and providing adequate storage facilities
 - b. providing a full time presence for Water Police in Batemans Bay
 - c. inclusion of common facilities for NSW Police, SES, RFS, Fire & Rescue, Water Police, Maritime Services at Surf Beach employment lands, with active office space at Hanging Rock ramp (Note: Marine Rescue is looking to develop additional training space at Hanging Rock. Training facilities could be a shared resource, potentially at Surf Beach and shared by other emergency management and rescue agencies).

[Clyde River estuary, Batemans Bay](#)

This estuary and its access to the ocean is one the jewels of the Australian coast.

With a pristine river catchment, the Clyde River is now a highly valued recreational fishing haven as well as a hub for the internationally recognised oyster industry. The estuary enters the ocean to the Batemans Bay Marine Park.

The additional economic potential to the region and to NSW is enormous.

Whilst the region has typically relied on visiting tourists, there is the potential to develop a range of commercial boating and ancillary services to drive permanent employment and economic growth.

To achieve these outcomes the following key aspects of marine infrastructure need to be delivered:

i. Batemans Bay Marina

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

The prime incentive to aid market driven investment in the Marina is to deepen and then maintain the Batemans Bay sand bar. Whilst the State Government has undertaken good work recently, this needs to be enhanced and a commitment to maintain the channel on an ongoing basis.

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

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

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

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

It will also reduce trips on the Kings Highway for travelling boats and be a trigger for confident investment in other development activities within the Shire and region.

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

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

ii. Deep water marina

This is a much larger investment with potential to bring significant economic growth to the Shire including international investment, marketing, marine industry, residential and tourism opportunities. Council has produced an overview of the deep water marina (see attached).

Council is also co-funding with the State a preliminary investigation of the marine infrastructure requirements of Batemans Bay, including the deep sea water marina proposal. This study will be advanced over the next year. With the potential for more detailed master planning and feasibility studies to follow subject to funding being available.

iii. Hanging Rock boat ramp and parking

This facility is the regional boat ramp for recreational use in the north of the Shire with easy access to the ocean and back into the estuary. Council has negotiated a sub-lease over the ramp to secure the ongoing public use of the ramp. The State should reinforce this 'peppercorn' arrangement in any renegotiation of the lease over the marina.

This boating facility has recently undergone a major upgrade with the provision of a new pontoon and fish cleaning tables. This has been very well received by the boating fraternity.

The State should look to further upgrade the area adjoining the rockwall for general parking (State owned land).

iv. West Clyde Street boat ramp and parking

Council undertook substantial upgrades to this facility in association with the Batemans Bay streetscaping. The facility is a single ramp and is limited by the available space to provide boat parking. No further development is recommended.

v. Old Punt Road boat ramp and parking

Council, aided by the Better Boating Program, will upgrade the existing ramp within the next three months.

Council is also seeking 50% funding toward the upgrade of the boat parking area in 2014/15. This should include acquisition of a small amount of land at the base of the hill to secure the full area of the boat parking. The State should contribute to the funding for the land acquisition.

vi. West Clyde Street – commercial wharf and sewer pump out facility

We recommend the State fully fund a commercial wharf at Clyde Street west with a sewer pump out facility (refer Council's letter to our local member the Honourable Andrew Constance MP, NSW Treasurer).

The potential users include houseboats, yachts, the oyster industry, tourism and commercial operators using the Clyde River.

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

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

Council is not financially in a position to offer additional financial support for this commercially based proposal but strongly supports commercial operators using the Clyde River estuary. Council is however investing heavily in improving sewage infrastructure to mitigate risk of interruption to the oyster industry within the Clyde River. This is a major investment by Council and the ratepayers of the Shire, and we ask that the State step up and provide the necessary wharfing and sewer pump out facilities.

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

vii. Nelligen west boat ramp and parking

Council, aided by the State, has invested considerable funds in upgrading the boat ramp, boat parking and pontoon. Council has also undertaken significant investments in renewing the existing wharf structure and the Nelligen township foreshore including park, pathway, landscaping, playground and toilet facilities.

This Nelligen west boating facility recognises the key strategic advantage Nelligen has on the upper Clyde River for boating. Council's motives support existing businesses and the local community within Nelligen by locating boating facilities adjoining these businesses. This also mitigates demand for additional ancillary facilities (eg toilets, parking and the like) elsewhere.

Given the recreational fishing haven created on the Clyde River and the fantastic water sports areas available on the Clyde River, it is essential that further upgrades to boat parking occur as a matter of priority.

Council is currently negotiating acquisition of suitable foreshore lands for boat parking on the western side of the Clyde River.

We seek support from the State to acquire and develop the necessary boat parking facilities. Once purchased, the land will become community land, securing it for the purpose of boat parking and ancillary facilities.

Given the very limited boat parking west of the Clyde River Bridge at Batemans Bay, improving boat parking to maximise use of the upgraded boat ramp and fish cleaning facilities takes on a high strategic significance and priority.

Council has provided a share of the funding requiring within the 2014-17 Delivery Program for this purpose. We need however the State's immediate assurance of funding to proceed.

viii. Nelligen east boat ramp

A low key single ramp exists on the east side of the Clyde River for use mainly by local residents. This site has very limited land for boat parking and no supporting facilities, nor are they planned.

Durras Lake

Durras Lake boat ramp and car park is subject to inundation due to the agreed lake opening levels required for management of the estuary in the pristine condition.

Additionally, boat parking and ancillary facilities are poor. There is also a significant midden near the ramp which is being lost due to erosion.

Council proposes in the 2013/17 Delivery Program, subject to State assistance, to redevelop this boat ramp including:

- lifting the ramp and boat parking to above the lake opening level
- upgrading the area to provide more efficient and increased boat parking
- provide suitable ancillary facilities including public toilets.

Durras Ocean Ramp

This ramp was recently upgraded. Minor upgrades are needed to better link and arrange the boat parking.

No other works are proposed.

Mosquito Bay Ocean Ramp

This is a single ramp with limited parking. No further upgrades are required in the short term.

Tomakin Boat Ramp

This is a single ramp with limited parking.

The ramp is in need of replacement and the adjoining areas need protection from wave action. The boat parking requires upgrading to address erosion of the sand areas and protect existing Aboriginal sites.

Council has provided a share of funding to permit the replacement of the ramp within the 2013/17 Delivery Program. State funding will be required to fund the works on the ramp, boat parking and erosion protection works.

Mossy Point Boat Ramp

This ramp has good ramp facilities and a sandy beach for easier loading/unloading. Nevertheless it would benefit from replacing the existing fixed timber jetty with a pontoon.

This is currently beyond Council's ability to fund or maintain.

This facility is the third highest used boating facility in the Shire behind Hanging Rock, Batemans Bay and Apex Park, Narooma.

Brierleys Boat Ramp, Moruya River

Adjoining the Moruya Airport, this facility provides for access to the ocean and the Moruya estuary.

Parking is informal and there are scant ancillary facilities.

The previous dredging undertaken to provide access back the main river channel is now 20 years old and is slowly refilling causing problems for boating.

Brierleys Boat Ramp also provides a key facility at busy times when access via the other ramps on the Moruya River exceeds capacity.

Preddeys Wharf, Moruya Heads

This facility is the main ramp for accessing the ocean from the Moruya River.

The facility has limited parking but has reasonable quality toilets, jetty and pontoon. No upgrades are recommended in the short term.

The Moruya River bar is now without the services of a Marine Rescue unit, which is a significant concern. This is another supporting reason for establishing a Water Police presence in Batemans Bay.

Moruya Town Wharf and Ramp

This facility has undergone major upgrades in recent years including a new ramp, boat parking and pontoon. No further upgrades are required in the short term.

Tuross River (Princes Highway) Bridge Ramp

This is a low key facility utilised by boats accessing the upper Tuross River/estuary.

This facility was recently upgraded with a new ramp and fish cleaning facilities. No further upgrades are required in the short term.

Tuross Lake Ramp, Nelson Parade, Tuross Head

Tuross Lake is one of the most popular recreational fishing havens on the coast of NSW.

Council, aided by the State Government, recently undertook a study of options for boat ramps to Tuross Lake.

This study proved that providing regular dredging from the existing ramp was far cheaper for the State than providing an additional new ramp at another location.

It is recommended that:

1. the State provide an initial allocation of \$150,000 for dredging a new channel to the existing ramp
2. the State approve deposition of the dredged sand within the lake edge on the low access road adjacent to the existing ramp to facilitate expansion of the existing boat parking
3. the State fully fund this key waterways and boating project.

Coila Lake Ramps and associated facilities

Coila Lake is a commercial fishery. It is also a recreational fishing destination and used for sailing, wind surfing and other related pursuits.

Council has recently spent \$400,000 on the public hall and amenities and playground immediately adjoining this area.

We ask that the State provide \$150,000 for a purpose built boat storage facility to support sailing activities, including training youth. This is well supported by the Batemans Bay Sailing Club who regularly race on Coila Lake.

Well developed, this lake has the potential to attract regional sailing activity.

Potato Point Ocean Ramp

This is a low key facility with direct access to the ocean in fair weather conditions. It is used by local residents and visitors to Potato Point. The site has very limited parking and a nearby toilet facility.

No further development is warranted or desirable in the short term.

Mummaga Lake Dalmeny Ramp

This is a low key gravel ramp which accesses directly into Mummaga Lake. Limited parking and ancillary facilities are available. It is used mainly by local residents.

Further development would be desirable in the medium term, but is beyond Council's ability to fund.

Dalmeny Ocean Ramp, Ocean Parade, Dalmeny

This facility provides direct access to the ocean in suitable conditions. The facility has limited parking and no toilet facilities.

The ramp and parking were upgraded in recent years.

No further development is required in the short term.

Apex Park Regional Boat Ramp, North Narooma

This is a major regional boating facility within the Shire providing direct access into the Wagonga estuary and out to sea, to Montague Island and surrounding waters. It is highly popular and well used.

Council and the State have provided funding for an upgrade to the pontoon and ramp facilities. Development is being delayed due to environmental approvals. This is symptomatic of the issues with the joint approvals systems which are inhibiting efficient delivery of appropriate marine infrastructure.

We seek rapid resolution of the approvals and additional funding to meet the requirements specified by the State. This should include:

- a new double ramp with central floating pontoon
- a new holding pontoon to replace the existing pontoon.

This work is needed as a matter of high priority and should be funded immediately.

Mill Bay Boat Ramp, North Narooma

This facility provides direct access into Wagonga estuary. The ramp has been recently upgraded.

The State has a series of jetties and leases to the immediate west of the ramp. These are causing erosion of the embankment.

The area houses both National Parks and Marine Rescue boats. Marine Rescue is seeking to build a suitable facility to house a jet ski to allow rapid response to bar and inland water rescues.

The State should:

- immediately fund rock protection to this area of the foreshore and upgrade all jetty mooring facilities (some of which are in very poor condition)
- provide a joint boat storage facility on the immediately adjoining land for National Parks, Marine Rescue and NSW Fisheries watercraft.

Quota Park Boat Ramp, Riverside Drive, Narooma

This facility is the prime access point into Wagonga Inlet for recreational fishing and general waterway activity.

The facility is highly used and well supported by ancillary facilities including café developments and the local Narooma Fishermen's Club.

Funding should be considered within 10 years to extend boat parking.

The Loop Boat Ramp, Lake View Drive, Narooma

This ramp provides secondary access into Wagonga Inlet. The ramp is mainly used by local residents.

The ramp was recently upgraded and has limited parking. Toilets are available nearby on Riverside Drive.

No further upgrades are warranted in the short term.

In the longer term the facility would benefit from a small floating pontoon to provide improved access as there are no holding facilities currently due to rock outcrops. This is currently beyond Council's ability to fund the capital or ongoing costs.

Dredging – Wagonga Inlet

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

There is also a significant movement of sand from the ocean into the estuary with time, due to the entrance training walls. It is recommended the State fund regular checks on the sand levels and implement a regular dredging program from Mill Bay west into the Wagonga Inlet.

The State should consider researching these phenomena and consider dredging sand to low lying lands over coming decades to allow adaptation of the area to account for future sea level rise.

Other issues impacting service delivery

The State approvals system to undertake marine works is unnecessarily cumbersome, time consuming and expensive for local government (and therefore the State itself as it funds this process via grants).

Multiple State approvals and permits are required from NSW Fisheries, Marine Parks and Crown Lands.

This approval should be granted in one simple step by the State when it approves funding for the project.

No further approvals should then be required.

EMERGENCY SERVICES DETAILS

BATEMANS BAY DISTRICT HOSPITAL

ADDRESS: 7 Pacific Street, Batemans Bay
CONTACT: (02) 4475 1500

BATEMANS BAY HELIPAD

ADDRESS: Rotary Park, Batemans Bay
CONTACT: (02) 4475 1500

NSW POLICE SERVICE

ADDRESS: 26 Orient Street, Batemans Bay
CONTACT: (02) 4472 0099
LOCAL AREA COMMAND: (02) 4478 9910
REGIONAL COMMAND: (02) 4226 7705

MARINE RESCUE NSW

ADDRESS: Hanging Rock Boat Ramp, Batemans Bay
CONTACT: (02) 4472 3060

NSW FIRE + RESCUE

ADDRESS: 1 Heradale Parade, Batemans Bay
CONTACT: (02) 4472 4600
SOUTH COAST REGIONAL OFFICE
ADDRESS: 1 Perry Street, Batemans Bay
CONTACT: (02) 4472 3042

NSW RURAL FIRE SERVICE

ADDRESS: 54 Orient Street, Batemans Bay
CONTACT: (02) 4474 2855 (24hr)
REGIONAL OFFICE
ADDRESS: 7 Kylie Crescent, Batemans Bay
CONTACT: (02) 4472 4165

NSW STATE EMERGENCY SERVICE

ADDRESS: 150 Princes Highway, Batemans Bay
CONTACT: (02) 4475 3240

**EUROBODALLA SHIRE COUNCIL
LOCATION PLAN**



EMERGENCY SERVICES - BATEMANS BAY

Date Issue 04/06/2014

Scale 1:11000



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This diagram has been compiled on the best available information, but can only be taken as a guide. Exact location should be physically determined on site.

EMERGENCY SERVICES DETAILS

MORUYA DISTRICT HOSPITAL

ADDRESS: 2 River Street, Moruya
CONTACT: (02) 4474 2666

NSW AMBULANCE SERVICE

ADDRESS: 6 Mirrabooka Avenue, Moruya
CONTACT: 131 233 (24hr)

NSW POLICE SERVICE

ADDRESS: Queen Street, Moruya
CONTACT: (02) 4474 2444

NSW FIRE + RESCUE

ADDRESS: 13 Church Street, Moruya
CONTACT: (02) 4474 2550

**NSW RURAL FIRE SERVICE +
FIRE CONTROL CENTRE**

ADDRESS: 30 Campbell Street, Moruya
CONTACT: (02) 4473 2855 (24hr)

NSW STATE EMERGENCY SERVICE

ADDRESS: 10 Yarragee Road, Moruya
CONTACT: (02) 4471 6151



EMERGENCY SERVICES - MORUYA

Date Issue 04/06/2014

Scale 1:7000



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Moruya, NSW 2537

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EMERGENCY SERVICES DETAILS

MARINE RESCUE NSW

ADDRESS: 95 Trafalgar Road, Tuross Head
CONTACT: (02) 4473 6488

NSW RURAL FIRE SERVICE

ADDRESS: Drake Street, Tuross Head
CONTACT: (02) 4473 2855 (24hr)

NSW POLICE SERVICE

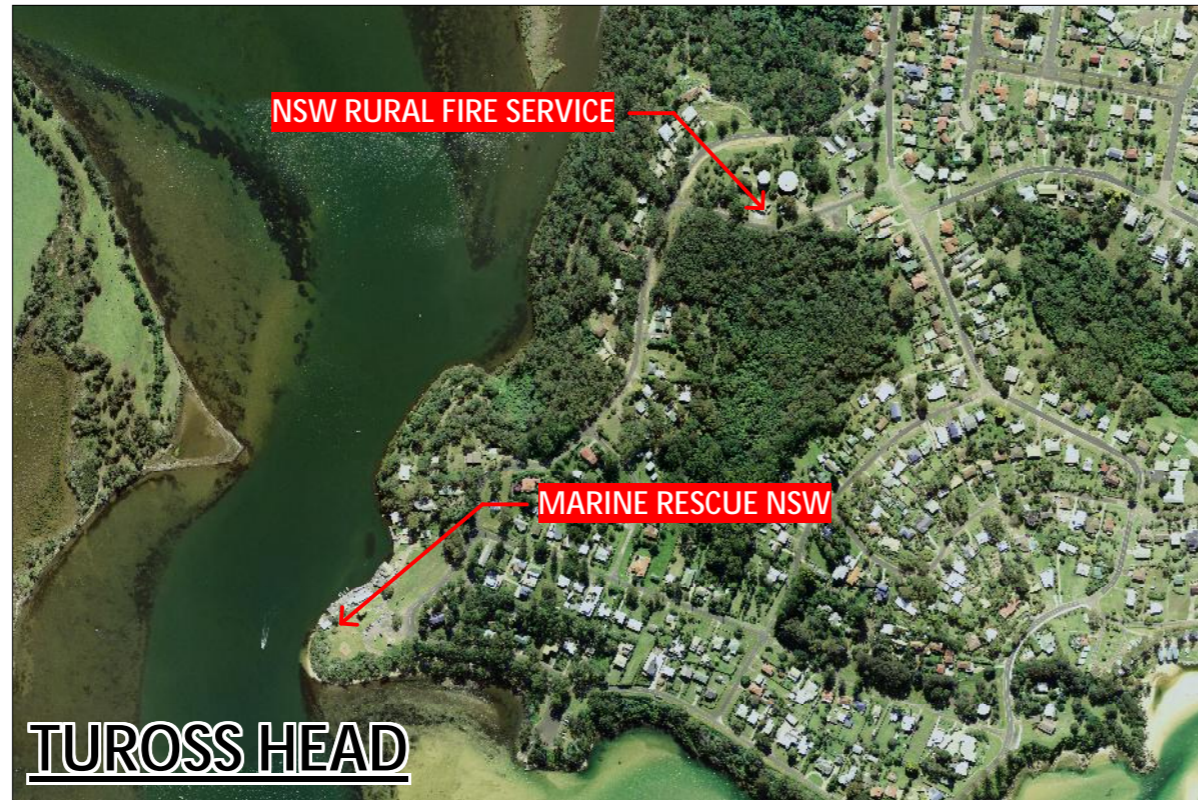
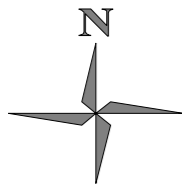
ADDRESS: 96 - 100 Princes Highway, Bodalla
CONTACT: (02) 4473 5244

NSW RURAL FIRE SERVICE

ADDRESS: 109 Princes Highway, Bodalla
CONTACT: (02) 4473 2855 (24hr)

NSW RURAL FIRE SERVICE

ADDRESS: Potato Point Road, Potato Point
CONTACT: (02) 4473 2855 (24hr)



EMERGENCY SERVICES - MISC LOCATIONS

Date Issue 24/2/2014 Scale 1:3000



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EMERGENCY SERVICES DETAILS

NSW AMBULANCE SERVICE

ADDRESS: 84 Princes Highway, Narooma
CONTACT: 131 233 (24hr)

NSW POLICE SERVICE

ADDRESS: 100 Campbell Street, Narooma
CONTACT: (02) 4476 2044

NSW FIRE + RESCUE

ADDRESS: 3 Clark Street, Narooma
CONTACT: (02) 4476 1010

NSW RURAL FIRE SERVICE

ADDRESS: Princes Highway, Narooma
CONTACT: (02) 4473 2855 (24hr)

NSW STATE EMERGENCY SERVICE

ADDRESS: 10 Yarragee Road, Moruya
CONTACT: (02) 4471 6151

NSW VOLUNTEER RESCUE ASSOCIATION

ADDRESS: Pilot Cottage, Bar Rock Road, Narooma
CONTACT: (02) 4473 7682

MARINE RESCUE NSW + HELIPAD

ADDRESS: Pilot Cottage, Bar Rock Road, Narooma
CONTACT: (02) 4476 1443

**EUROBODALLA SHIRE COUNCIL
LOCATION PLAN**



EMERGENCY SERVICES - NAROOMA

Date Issue 04/06/2014

Scale 1:4200



PO Box 99
Moruya, NSW 2537

Crn Vulcan St and Campbell St,
Moruya, NSW 2537

Telephone: (02) 4474 1000
Facsimile: (02) 4474 1234
www.esc.nsw.gov.au

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This diagram has been compiled on the best available information, but can only be taken as a guide. Exact location should be physically determined on site.

MOGO HOT FIRE TRAINING CENTRE

Currently the following utilise or have utilised the Training Centre for the grounds or classrooms only or both:

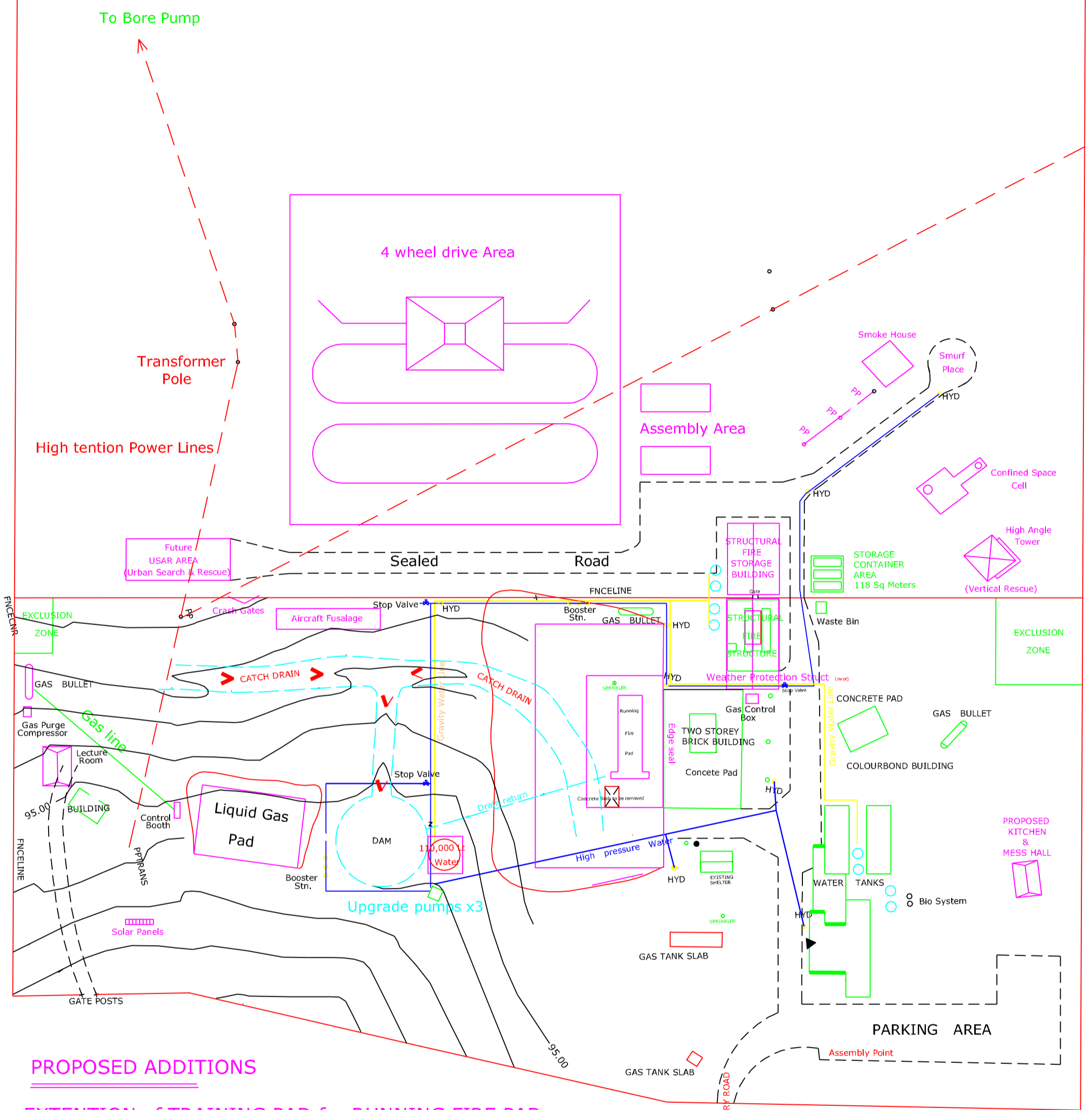
NSW RFS State training & meetings
 NSW RFS Regional training & meetings
 NSW RFS Local District training (scheduled training events) and meetings
 NSW RFS Local crews (outside scheduled training events)
 Visiting NSW RFS crews from as far as Hornsby Ku-ring-gui, Loftus, Queanbeyan, Bega and Huskisson
 TAFE NSW
 Downer EDI
 NSW Health
 NSW Police, LOC
 NSW Police, FSG
 NSW SES
 NSW RFS contract firefighting helicopter and crew

There is a Mutual Aid Agreement with FRNSW Region 1 based at Batemans Bay and the NSW RFS Far South Coast Team signed 3.07.13 but FRNSW have not utilised the Training Centre to date.

There are two training rooms with a capacity for each classroom to seat a maximum of 25 people.

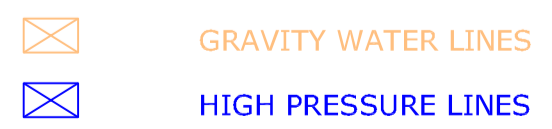
Currently onsite facilities as follows:

2.7kl gas tank at main gate to supply gas props, showers and heaters
 2x 25 seat class rooms with speakers, overhead projector and kitchenette
 Covered Outer Learning Area (COLA) between the classrooms with 2 x gas overhead heaters
 Men's toilets, change room and showers
 Women's toilets, change room and showers
 Disabled toilet
 Second COLA between classrooms and office
 BBQ and washing machine in second COLA
 Quench shower in second COLA
 Office, First Aid Room, IT room, Storeroom (south facing shed)
 Breathing apparatus storage with cylinders, sets and refill compressor (south facing shed)
 Training equipment storage (hoses, branches, extinguishers, etc) (south facing shed)
 CSIRO control room for burn pad (south facing shed)
 CSIRO burn pad with gas bullet
 3 bay workshop and storage for tractor and lawnmowers (north facing shed)
 2 bay storage (north facing shed)
 Safe working on roofs prop (SWR)
 Gas control booth for gas pad
 Gas pad with simulated bullet fire, simulated wall with 2 x 45kg gas cylinders venting, car with engine bay fire (all run separately) Double story 8 x room concrete hot house
 Pad with 2 x 40ft Advanced Structural Firefighting cells and 1 x flash over cell
 4 x containers for storage for contents of hot house and CSIRO burn pad
 1 x water mains with hydrant points supplied by 1 x pump at dam for water supply
 1 x double story building used as kitchen and eating area
 4 x 22,500lt rain water tanks



PROPOSED ADDITIONS

- EXTENTION of TRAINING PAD for RUNNING FIRE PAD
- MARINE & OFFSHORE TRAINING PROP
- 4 WHEELDRIVE AREA
- AIRCRAFT FUSELAGE
- STRUCTURAL FIRE STORAGE BUILDING
- WEATHER PROTECTION COVER
- HIGH ANGLE TOWER
- 110,000 Lt Water Storage
- SMOKE HOUSE x 2
- SEALED ROADS
- GAS BULLETS x 2
- USAR AREA
- KITCHEN



EUROBODALLA TRAINING CENTER

DRAFT PLAN ONLY
not to scale