

## Infrastructure – Driving the NSW Economy



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

## Executive Summary

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

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

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

The areas covered include:

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

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

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

**Members of NSW Government**

The Hon Michael Baird MP, Premier of NSW

The Hon Troy Grant, Deputy Premier of NSW

The Hon Gladys Berejiklian MP, NSW Treasurer

The Hon Andrew Constance MP, Member for Bega, Minister for Transport and Infrastructure Services

The Hon Duncan Gay MLC, Minister for Roads, Marine and Freight

The Hon John Barilaro MP, Minister for Regional Development

The Hon Gareth Ward MP, Member for Kiama, Parliamentary Secretary to the Premier for the Illawarra and South Coast

**Members of Australian Government**

The Hon Ann Sudmalis MP, Member for Gilmore

The Hon Dr Mike Kelly, Member for Eden-Monaro

*And in the past:*

Dr Peter Hendy MP, Member for Eden-Monaro (2013-2016)

The Hon Warren Truss MP, Minister for Infrastructure and Regional Development (retired February 2016)

The Hon Jamie Briggs MP, Assistant Minister for Infrastructure and Regional Development (2013-2016)

## 1 Introduction

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

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

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

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

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

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

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

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

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

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

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



## 2 NSW Government Infrastructure

### 2.1 Transport

#### 2.1.1 Princes Highway

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

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

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

The NSW Roads and Maritime Services has committed to developing a solution and pursuing funding to provide realignment of the Princes Highway with a suitable intersection treatment to allow the South Batemans Bay Link Road to join onto the highway. The Link Road accesses and facilitates over **\$800m worth of residential and commercial development** in Batemans Bay and environs.

The NSW Government is to be congratulated for already providing \$10M for the South Batemans Bay Link Road. The Link Road project will be completed by Council to just short of the Princes Highway by the end of 2017-18.

*Therefore, the priority section of the Princes Highway is from Cranbrook Road to the South Batemans Bay Link Road including the intersection with the Link Road. This work needs to be completed to align with the finalisation of the construction of the Link Road.*

*The longer term plans should be to extend the upgrade of the Princes Highway further south to Deep Creek Dam access road.*

The Princes Highway project involves:

- the widening and realignment of the Princes Highway from Cranbrook Road to the Link Road (distance 1.4km). This length currently has one lane northbound and two lanes southbound on a poor alignment and poor safety record including a recent fatality and a series of recent accidents at Council’s Batemans Bay depot entrance. The widening of the highway should allow for two lanes in both directions plus a channelized junction treatment to the Council’s Batemans Bay Depot
- the upgrade of the existing intersection of the Princes Highway and the Link Road. The RMS have submitted the business case for funding for this critical connection

- the realignment of the length of Princes Highway from the Link Road to Deep Creek Dam Road (distance 2km) to address the appalling safety record.

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

Council seeks an allocation of funding to allow the NSW Roads and Maritime Services to proceed with the realignment and widening of the Princes Highway from Cranbrook Road to South Batemans Bay Link Road including construction of the required intersection.

<http://www.rms.nsw.gov.au/projects/south-coast/batemans-bay-link-road/index.html>





Proposed curve realignment of Princes Highway south of Batemans Bay



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

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

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

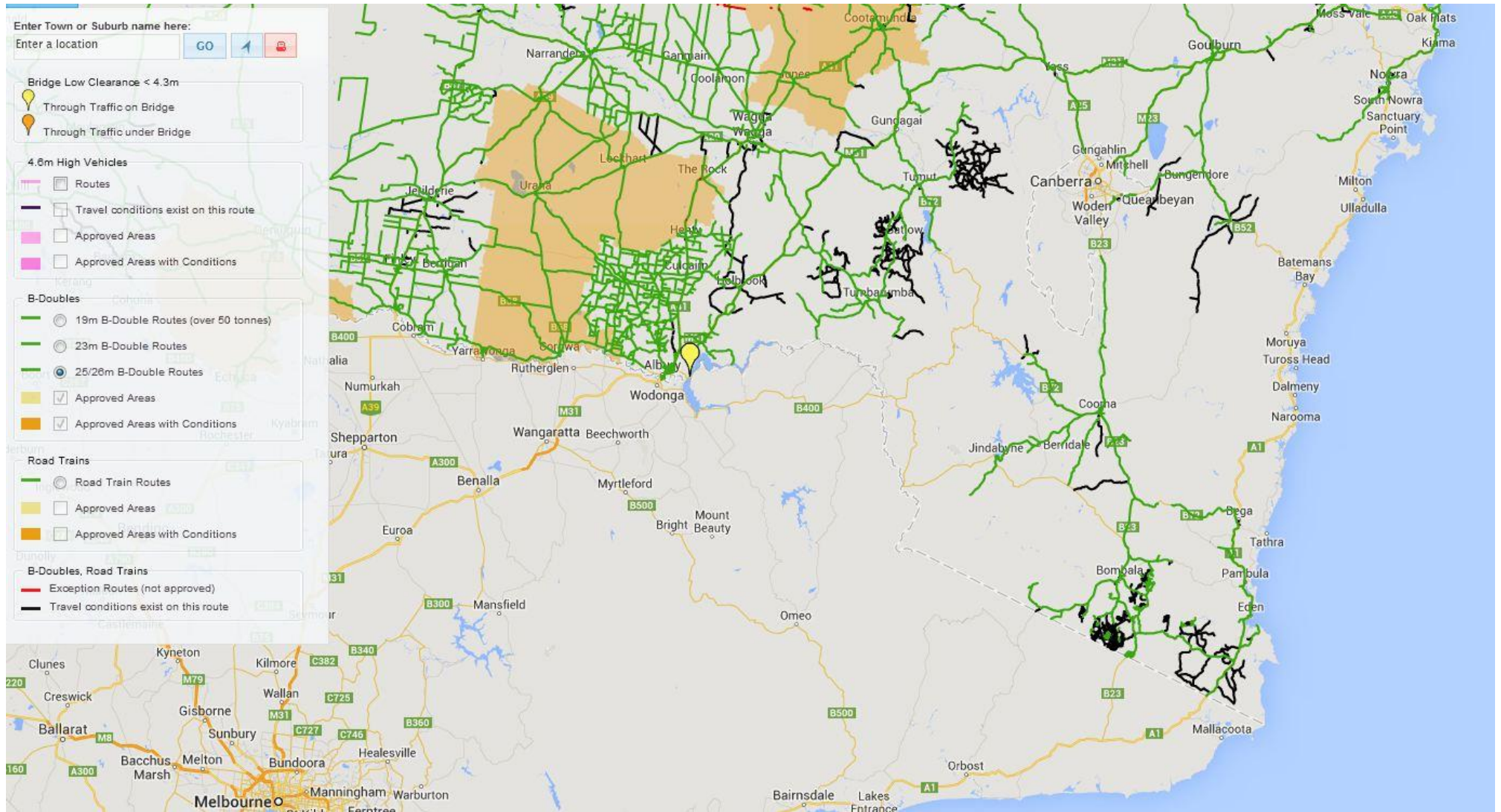
We urge the Australian Government to assist the NSW Government to fund the necessary works to:

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

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

Council has advocated to Government to fund the necessary works to address this key transport issue, both directly and via South East Australian Transport Strategy Incl (SEATS).

Council has submitted a proposal to the RMS Princes Highway Corridor Strategy in June 2016 for the provision of 26m B-double HML access to Eurobodalla and then onto Bega with adequate truck rest stops and coupling/decoupling bays at north Batemans Bay, Moruya (potentially within the town) and Narooma as a priority action.



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

### 2.1.1.3 Princes Highway/Kings Highway intersection upgrade

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

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

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



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

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

The Member for Bega, the Hon Andrew Constance MP has indicated that longer term solutions to improve this intersection will be investigated as part of the future duplication of the Batemans Bay Bridge. Nevertheless, the minor improvements recommended above should proceed in the interim.

### 2.1.1.4 Princes Highway – Digmans Creek Realignment

The NSW Government has announced \$15M in funding to commence the construction of the Digmans Creek realignment project. We urge the NSW and Australian Government to fund the full amount required to complete upgrade of this high accident section of the Princes Highway in 2016-18 including replacing the existing Digmans Creek bridge with a new HML 26m B-double bridge.

The RMS called tenders for construction and anticipated construction to commence in early 2017.

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

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

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

This work has now been funded and construction has commenced thanks to the allocation of \$2.5M announced by our local member The Hon Andrew Constance MP.

<http://www.rms.nsw.gov.au/about/news-events/news/members-of-parliament/2016/160721-major-works-to-start-on-durras-drive-and-princes-highway.html>

#### **2.1.1.6 Batemans Bay Bridge**

The Local Member for Bega, the Hon Andrew Constance MP advised in late January 2016 that ‘the button has been pressed’ for the planning of the replacement of the Batemans Bay Bridge. Mr Constance has indicated the estimated cost is \$110 million, but the final cost will not be known until the preliminary work is finalised.

The Roads and Maritime Services has undertaken preliminary investigation of the environmental constraints, survey work, traffic modelling and inspections of the existing bridge.

During October 2016 the bridge became stuck in an open lifted position, cutting traffic on the Princes Highway for three hours. We urge the Government to develop alternate temporary solutions to minimise the risk of bridge failure and closure of the Princes Highway until the new bridge is constructed.

<http://www.rms.nsw.gov.au/projects/south-coast/batemans-bay-bridge/index.html>

#### **2.1.1.7 Narooma Bridge and approaches**

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

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

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

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



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

We note that the RMS has previously:

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



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

Council has submitted a proposal to the RMS draft Princes Highway Corridor Strategy in June 2016 that longer term plans should be developed for this bridge replacement. The draft Corridor Strategy correctly identifies the significant risk of catastrophic failure of the bridge due to impact of trucks into the bridge structure. A short term action to realign the northern approach onto the bridge should be implemented. The RMS has previously developed concept plans for this work.

The RMS has recently undertaken significant maintenance works on the Narooma Bridge. The RMS has also completed work on a pedestrian underpass on the northern side of Narooma Bridge which has improved pedestrian access from the boardwalk to Riverside Drive.

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

This intersection requires an upgrade by the RMS to:

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



c. address the lack of drainage.



A mother with baby taking the dash across the Princes Highway

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

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

### **2.1.2 Kings Highway**

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

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

The NSW Government is therefore to be congratulated on the \$25M road safety package now nearing completion. We also applaud the NSW Government's inclusive approach to overseeing expenditure of these funds through the Kings Highway Road Safety Alliance, a partnership between the RMS, Eurobodalla and Palerang Shire Councils (now Queanbeyan Palerang Council) and the Centre for Road Safety.

We applaud the allocation of part of these funds to real improvements to the Kings Highway and urge the NSW Government to continue to work progressively to develop a significantly improved east-west link capable of 26m B-double access.

This is a readily achievable outcome that will boost the regional economy and take advantage of regional and international trade and tourism opportunities. This includes leveraging off the international markets and trade opportunities arising from Canberra airport opening up direct international flights into Asia (via Singapore) and New Zealand.

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

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

#### **2.1.2.1 Shoalhaven River bridge eastbound overtaking lane**

This project is now complete.

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

This project is now complete except for the final surfacing, which is anticipated to be undertaken in 2016-17. The project was delivered under budget by Council with the savings being directed to the River Road project.

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

The first stage of this project will involve the reconstruction and realignment of a 4.1km length of the Kings Highway from River Forest Road to Mongarlow River at an estimated cost of \$12M. It will include a west bound overtaking lane and intersection treatment at River Forest Road. These works will permit transport efficiency gains through increasing the speed limit

from 90km/hr to 100km/hr. This work will be part funded by the existing Kings Highway Road Safety Improvement Program.

Queanbeyan Palerang Council is carrying out the work on behalf of the RMS. Construction commenced in August 2015, and is expected to take about 24 months to complete.

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

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

We urge the NSW Government to provide:

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

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

1. Mongarlowe River to Northangera Creek
  - realignment and widening with overtaking lanes (design underway)
2. Braidwood (west and east of township)
  - protective fencing to return the highway to a 100km/hr speed zone for transport efficiency and road safety
3. Old Bolaro Road (east)
  - Realignment and widening including resolution of conflicts with the road corridor required for the future of the highway and current land subdivision and housing development
4. Allards Lane
  - Realignment and widening including resolution of conflicts with the road corridor required for the future of the highway and current land subdivision and housing development
5. West of Northangera Creek
  - Realignment and widening including improvements to the approach onto the bridge
6. Bosleys Culvert
  - Realignment and widening
7. Misty Mountain Road (including eastbound overtaking lane)
  - Realignment east of the quarry to Misty Mountain including an eastbound overtaking lane
8. Lyons Road
  - Realignment of the western end of the overtaking and lane/shoulder widening through to Bosleys culvert
9. Black Flat Road

- Realignment and widening either side of Black Flat Road to address width and safety issues including the site of the fatality
10. Western Distributor Road
  11. East of Government Bend.

We strongly urge the NSW Government to provide a rolling program of funding to permit finalisation of the necessary design and pre-project activities (eg land acquisition, environmental reviews) from 2017-18 onwards. This is essential to avoid future costs which will otherwise arise due to current subdivision and development of rural lands along the Kings Highway, particularly between Nelligen and Black Flat. There are also significant opportunities to integrate projects to significantly reduce capital costs, and work with Forestry NSW to optimise outcomes.

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

Council continues to engage with the Hon Duncan Gay MLC, Minister for Roads, Marine and Freight to advocate for further upgrades to the Kings Highway. Council has also sought support from Dr Mike Kelly, Member for Eden-Monaro, and Mrs Ann Sudmalis, Member for Gilmore.

#### **2.1.2.5 Kings Highway B-double access**

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

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

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

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

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

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

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

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

Council continues to engage with the Hon Duncan Gay MLC, Minister for Roads, Marine and Freight to advocate for further upgrades to the Kings Highway. Council has also sought support from Dr Mike Kelly, Member for Eden-Monaro, and Mrs Ann Sudmalis, Member for Gilmore.



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

### **2.1.2.6 Nelligen Bridge**

Nelligen bridge has been identified for replacement by the NSW Roads and Maritime Services.

In September 2015 the Member for Bega, the Hon Andrew Constance MP announced the NSW Government had allocated funding in 2015-16 to continue planning for a new bridge at Nelligen, after a routine inspection identified the supporting concrete pillars under the existing bridge had deteriorated.

Following a value management workshop involving representatives from Roads and Maritime Services, Eurobodalla Shire Council and the community, four options were discussed for repair or replacement of the bridge. It was agreed a new bridge to the north of the existing bridge was the best option with the least impact on heritage and the community.

A new bridge would also include improvements to approaches which would address safety issues to the east where there have been two fatal crashes in the past five years. The new bridge would be capable of carrying 26m B-double higher mass limit vehicles.

The highway approaches would be widened and bends straightened to meet an 80km/h design standard. The new bridge would include 3.5 metre wide lanes with 2.5 metre wide shoulders. The proposed new bridge would also improve safety for pedestrians by providing a footpath separated from traffic with barriers. It was proposed to demolish the old bridge after the new bridge is completed.

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



## **2.2 NSW Government Marine Infrastructure**

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

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

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

Batemans Bay Marina development is now advancing to become a productive and active marina. This includes a foreshore restaurants, oyster bar and office space. Incentives should be provided to aid in the development of this facility for the broader economic and employment benefits of the region.

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

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

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

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

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

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

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

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

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

Once constructed, the NSW Government could potentially lease this wharf facility to private enterprise to enable maintenance of the facility under a user pays system. The NSW Government currently owns marine infrastructure within the Bay, for example the T-wharf on Clyde Street, rockwalls and the Batemans Bay Marina. The arrangement for the proposed

commercial wharf is a natural fit with the NSW Government's other commercially focussed infrastructure.

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

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

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

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

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

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

Provision of the sewer pump out facility is a major step forward for the local oyster industry. However a separate solution would be needed to resolve the lifting of the Batemans Bay bridge.

### **2.2.3 Batemans Bay Sand Bar**

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

The NSW Government is now undertaking further dredging to enhance the Clyde River entrance. A commitment is needed from the NSW Government to maintain the channel on an ongoing basis.

The Member for Bega, the Hon Andrew Constance MP announced that the Department of Primary Industries – Lands had contracted Sandpiper Dredging to dredge the Clyde River entrance sand bar to improve access for larger vessels at low tide. During September 2016 the contractor will set up pipework and fencing on Corrigans Beach, and will survey the bed of the navigation channel in preparation for the arrival of the dredge. The dredged sand will be trucked from Corrigans Beach to the back of West Surfside Beach where it will be used for nourishment, and will also be going onto the back of Corrigans Beach in the vicinity of the Batemans Bay Sailing Club.



<http://www.rms.nsw.gov.au/maritime/using-waterways/restrictions-closures/marine-notice/so1657-clyde-river-dredging.html>

The NSW Government should provide a fully funded ongoing dredging program for the bar to give investors greater certainty. Partial funding of the current dredging is being provided by the current lessee of the Marina. The NSW Government could consider the requirement for ongoing dredging in light of the current lease arrangements and payment to provide certainty for all parties.

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

The Clyde River entrance was previously dredged by the NSW Government in mid-2014.

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

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

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

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

The Deep Water Marina proposal will be advanced via a Community Committee.

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

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

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

Tourism is worth just under \$400m to Eurobodalla's economy. Visitors come to the area seeking ready access to the beautiful lakes and rivers that make up our shire.

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

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

### **2.2.5.1 Narooma**

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

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

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

### **2.2.5.2 Tuross Head**

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

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

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

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

Council undertook maintenance dredging in 2013 and again in 2015.

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

### 3 Transport Infrastructure and Services

#### 3.1 Moruya Regional Airport

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

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

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

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

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

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

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

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

Council has received \$4.57 million from the NSW Government and \$2.5 million from the Australian Government for Stages 1 and 3 of the Moruya Airport masterplan. Council has allocated \$2.1M in matching funding bringing the available budget to \$9.17M.

The funding will be used to build the infrastructure needed for future passenger growth at the airport. This includes runway upgrades, improvements to the airport terminal, improved passenger and aircraft parking facilities and general aviation hangars. The development will see greater availability of commercial space and will also provide the electricity, water and sewer infrastructure required to open up a tourism accommodation precinct.

Council acknowledges the support of current local members of Parliament, the Hon Andrew Constance MP, Minister for Transport and Infrastructure and the Hon Ann Sudmalis MP for their support in securing funding for Moruya Airport.

### Master Plan Moruya Regional Airport

On 26 May 2015, Council adopted a Master Plan which identifies a strategic direction for the airport and potential redevelopment opportunities.

On 9 June 2015, Council endorsed a business case based on the Master Plan for Moruya Airport, which confirms the financial viability of each potential development phase in detail.

The Master Plan for Moruya Airport includes a series of potential development phases and will help Council make decisions about how to proceed through each phase.

Council has already completed a 30 year operational plan that explains what is required for the airport to remain fully functional with a regular passenger service.

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

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

The infrastructure required in the early stages to make the development site ready for use includes:

- i) the extension of the water and sewer pipeline from South Head to the airport precinct
- ii) provision of three phases power
- iii) a new road access to the western side of the runway including the intersection off George Bass Drive

Other works in the first phases now funded includes the upgrade to the existing terminal and aircraft holding areas, strengthening of the main runway pavement and new runway lighting. The works are expected to be delivered by the end on 2017-18.

Project updates can be found at:

<http://www.esc.nsw.gov.au/inside-council/project-and-exhibitions/major-projects-and-works/moruya-airport>

The larger project involves the development of the aerodrome precinct to grow the

capability of the airport to service the community and provide complementary commercial, residential and tourism opportunities whilst maintaining the integrity of the unique environment. The exact make-up of lots in Stage Three would depend on market testing.

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





Moruya Regional Airport – situated on the beautiful Eurobodalla Coast

### 3.2 Local and Regional Roads

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

We urge the NSW and Australian Governments to work with LGNSW to negotiate for a better long term funding model for Local Government for local and regional roads.

Road funding in NSW to sustain the existing network is currently under-funded by an estimated \$447M per annum [source IPWEA (NSW) Roads & Transport Directorate Road Asset Benchmarking Project 2014 – Road Management Report – May 2015]. This excludes the necessary funding to upgrade roads and bridges to release productivity improvements to address the ‘first’ mile transport impediments on the local and regional road networks across NSW.

The 2016 NSW Roads Congress (a partnership between LGNSW & IPWEA NSW) worked through the current funding dilemma and issued a congress communique. This communique has since been adopted by Eurobodalla Shire Council, the NSW Country Mayors Association and the South East Australian Transport Strategy Inc (SEATS).

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

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

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

#### **Eurobodalla Local and Regional Roads**

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

- Road & bridge upgrades (as outlined below)
- Pathways (seeking \$0.35M per annum over five years matched by Council on a dollar for dollar basis)
- Traffic and road safety improvements including intersection upgrades
  - i) Beach Road/Hanging Rock regional sporting and educational precinct roundabout
  - ii) Beach Road (Orient Street to Vesper Street including Mackay Park access). Mackay Park is to be developed as a regional centre (inclusive of aquatic facilities) with a Public Private Partnership currently being investigated for the site.
  - iii) George Bass Drive/Tomakin intersection upgrade including a new access point into Tomakin village
  - iv) Beach Road/Pacific Street junction upgrade including new traffic lights

Council received an election commitment from the Liberal Government to provide \$9 million in Australian Government funding for the major road upgrades identified at items (i) to (iii) above.

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

The NSW Government is to be congratulated for funding \$10M towards the proposed South Batemans Bay Link Road between the Princes Highway and George Bass Drive. These works are supported by the Northern Area of Eurobodalla Shire Traffic Study 2011.

Council has completed stage one of the Link Road as well as major clearing through to near the highway. Construction on the next stage of the Link Road has commenced. These works will extend west along Glenella Road to The Ridge Road to allow completion of the remaining 2.2 km from Curtis Road to the Princes Highway. This segment is expected to be completed by December 2018.

The works will include a new roundabout at the intersection of George Bass Drive.

The NSW Roads & Maritime Services has accepted responsibility for funding and delivering the realignment of the Princes Highway south of Batemans Bay inclusive of the provision of the intersection treatment to connect the Link Road to the Princes Highway.

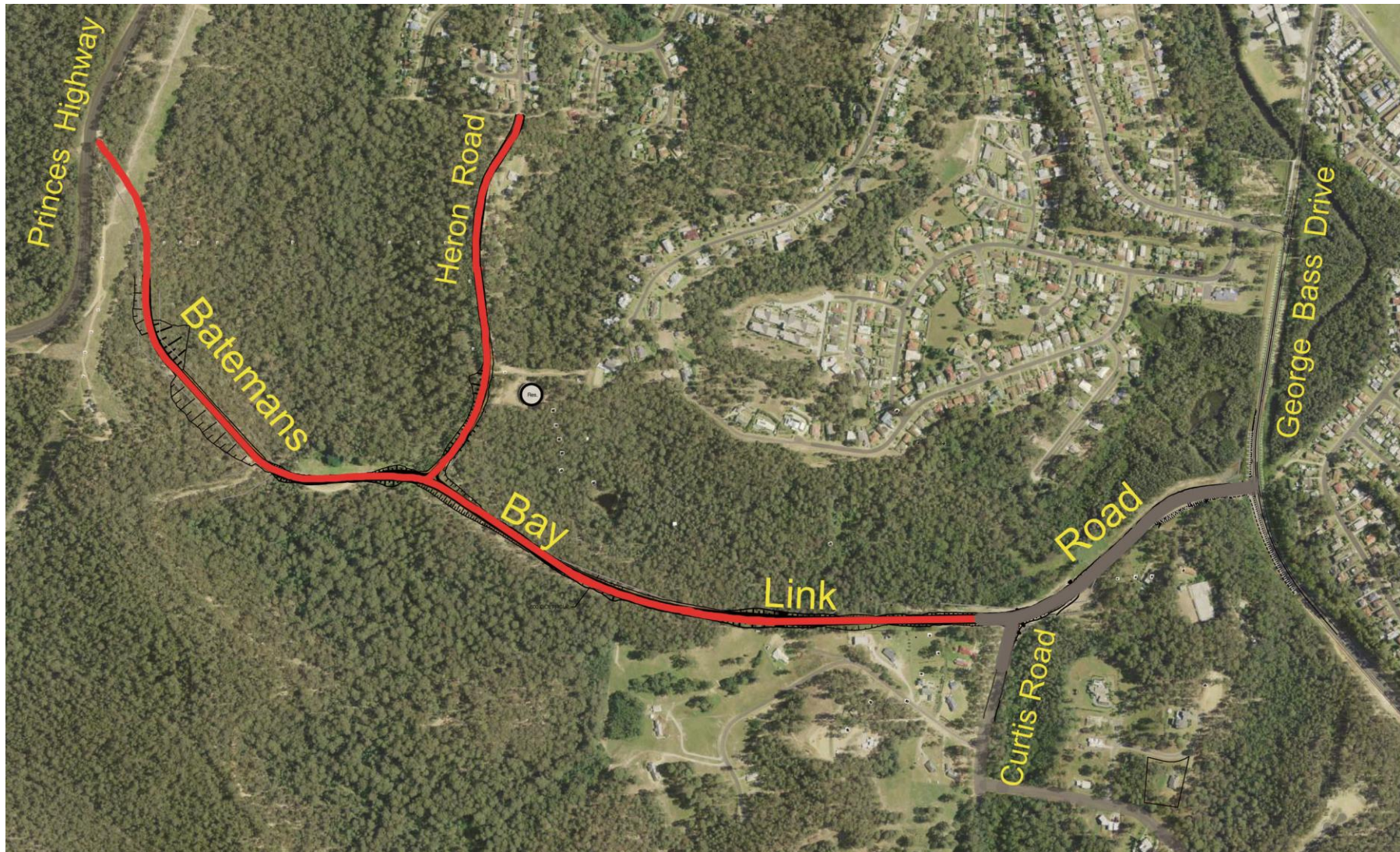
The South Batemans Bay Link Road Alliance has been formed between the Roads and Maritime Services (RMS) and Council to review options for the provision of a suitable junction with the Princes Highway/South Batemans Bay Link Road. This includes reviewing the highway road alignment, noting the primary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

The link to the project is as follows:

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

<http://www.rms.nsw.gov.au/projects/south-coast/batemans-bay-link-road/index.html>





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

### 3.2.2 Bridges

Council has 36 timber bridges and 20 concrete and other bridges as well as numerous major culvert structures on Council's local and regional road network. These bridges are vital for provision of business and economic activity.

The load carrying capacity of bridges has the potential to constrain transport efficiency and business activity.

Sustaining our bridge in good condition is essential to manage the risk to the community. Council has been pro-actively replacing high risk structures that were in poor condition over the last decade through loan funding support by Council's infrastructure fund.

Council has successfully secured funding from Australian and NSW Government for:

- Analysis of bridges on regional roads \$150,000
- Analysis of structures in Eurobodalla valley \$75,000

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

Council has also successfully secured funding from the Australian and NSW Government for:

- Replacement of Candlagan bridge on Coronation Drive Broulee (\$2.22M in grants with \$1.097M and \$1.125M from the Australian and NSW Governments respectively) – project complete
- Replacement of Mogendoura Bridge on Larrys Mountain Road Moruya with a single lane concrete bridge – project complete
- Replacement of Cadgee Bridge on Eurobodalla Road Nerrigundah with a single lane concrete bridge (\$0.47m NSW Government Natural Disaster Relief Arrangement funding with \$0.5M from Council) – project commenced
- Replacement of Tyrone Bridge on Eurobodalla Road Bodalla with a single lane concrete bridge – project out to tender October 2016 (\$2.5M with \$1.25M each from the NSW and Australian Government)

#### Tyrone Bridge

Council was successful in obtaining \$1,250,000 grant funding from the Department of Infrastructure and Regional Development Bridges Renewal Programme Round 2. Council was also awarded \$1,250,000 grant funding under the NSW governments Fixing Country Roads program, to replace this aging bridge. Council is currently obtaining tenders for the design and construction of this bridge.

Council has is appreciative of the support and close working relationship with farmers impacted by floodwaters in the Tuross River valley, Bega Cheese, Murray Goulburn and transport companies who assisted in advocacy for bridge funding on Tyrone Bridge.



### Bridge testing

Council successfully secured a further \$225,000 in funds under the NSW Government's Fixing our Country Roads Program for testing of bridges on the regional road network and within the Tuross River (Eurobodalla) valley to assess the condition, load and capacity assessment for:

- i) Six bridges on regional roads being Tomaga River Bridge, Candlagan Creek Bridge, Gardlandtown Bridge, Malabar Weir, Short Beach Creek Bridge and Kianga Creek Bridge (\$150,000)
- ii) Four timber bridges in the Eurobodalla Road area being Crapps Bridge (Bumbo Road), Tyrone Bridge (Tuross River), Cemetery Bridge (Eurobodalla Road) and Silo Farm Bridge (Comerang Forest Road) - \$75,000.



Candlagan Bridge Broulee – prior to replacement

### **3.2.3 Traffic and Road Safety Infrastructure**

Council has developed a Pedestrian Access and Mobility Plan (PAMP) for the section of Beach Road from Batemans Bay CBD to Batehaven in June 2016, utilising a \$15,000 NSW Government – Active Transport Program grant for the public consultation component. The PAMP is a road safety initiative to create a framework for use by Council to review the safety of pedestrians using these precincts. This approach is supported by the RMS.

The PAMP is designed to identify the pedestrian facilities that are required to integrate walking with land use and transport systems and is a valuable tool when applying for various grants and best practice design. This PAMP identified the need for the upgrade of the Beach Road/Pacific Street intersection to provide for pedestrian activated traffic lights to allow safer

pedestrian movement across Beach Road. This treatment would also need to be designed to accommodate protected right turn bays at Pacific Street and Herarde Avenue intersections.

This project is currently unfunded.

### 3.2.4 Pathways

Council is currently publicly exhibiting the draft Pathways Strategy, which is expected to be adopted by Council in 2016-17 financial year. This is a guiding document for the development and implementation of new pathway facilities for pedestrians and cyclists within Eurobodalla, and updates the previous Pathways Strategy 2010. The Strategy includes both formal footpaths and shared pathways.

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

Council is responsible for an existing network of 106.2km of footpaths and shared paths across Eurobodalla with a gross replacement cost estimated at \$30.2 million. Despite this Council has many existing urban areas that do not have a formal network of pathways. This is a significant gap in our infrastructure with Council receiving numerous requests to provide pathways.

To address this gap, Council has allocated \$3.5 million in its long-term financial plan over the next 10 years to develop high priority sections of the pathway network. The draft Pathways Strategy 2016 identifies over \$11.8 million worth of pathway works across Eurobodalla with a strong focus on improved road safety.

Council relies heavily on the funding from NSW and Australian Governments to implement this strategy, which would otherwise be beyond our ability to deliver. Council will continue to advocate to Government seeking grants, and work with community groups, property owners and developers, to maximise the works undertaken on a priority basis.

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

We urge the NSW and Australian Governments to adopt a flexible funding program based on the Eurobodalla wide pathway strategy undertaken by Council.

We seek support for an ongoing funding program of a minimum of \$350,000 per annum from the NSW Government to be matched by Council to provide for pathways across Eurobodalla. We seek a similar commitment from the Australian Government to support this worthy program.

Council delivered over \$1,190,000 in pathway improvements during 2014-15, including leveraging grants of \$555,000 from the Australian and NSW Governments. Council also undertook pathway works paid for by developers worth \$35,000.

Council provided \$535,000 in funding for pathways in 2015-16 supported by \$75,000 in grant funding from the NSW Government and \$115,000 from the sale of land in Tuross Head, and has allocated \$484,500 in the 2016-17 Operations Plan for the construction of pathways (inclusive of community contributions and a \$20,000 grant from the NSW Government for Bodalla shared pathway). The projects to be built are identified in the 2016-17 Operations Plan adopted by Council with the Bodalla project being funded after adoption of the Plan.

Thereafter Council has allocated \$345,000 per annum in the long term financial plan for the construction of formal footpaths and shared pathways.



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

### **3.2.5 Batemans Bay Streetscaping**

Council has commenced upgrading the southern side of North Street between Perry Street and Orient Street, and both sides of Orient Street between North Street and Beach Road, in the Batemans Bay CBD. The design will adopt a style consistent with Clyde Street. These works will enhance outdoor dining and social spaces and encourage business development in the town centre.

The project will cost an estimated \$1.6M and is funded from the Special Rate Variation and paid parking income, with extra funds from the 2016-17 budget to be used to lift and resurface the roadway in North Street. The extra pathways and streetscape works on North Street and Clyde Street are being funded from pay parking income.

Work is expected to be completed in financial Year 2016-17.

The project includes:

- upgrading footpaths
- reusing existing pavers and incorporating new paving treatments with a mix of pavers, granite and concrete
- extra trees and landscaping with night time lighting and added colour in plant selection
- replacing existing trees
- new street furniture, additional seating and resting spots
- enhancing the outdoor eating environment
- improving pedestrian access
- extra parking
- a small community and information structure
- new service mains under roads
- road resurfacing.



## 4 Marine Infrastructure

Eurobodalla is the marine playground of a much wider region including the ACT and Sydney. Marine activities form a major part of the \$390M per annum tourism industry. They are also part of the daily life of those who choose to live, work and invest in our region.

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

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

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

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



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

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

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

a. Upgrade of the Old Punt Road boat ramp, Batemans Bay

This project is now complete and provides a revitalised boat ramp and a new sealed boat trailer parking area. Combined with enhanced landscaping of the surrounding park the project improves the visual amenity of the foreshore on the northern side of the Clyde River Bridge.

b. Upgrading of the ramp and parking at Tomakin

This project is now complete and provides a revitalised boat ramp and a new sealed boat trailer parking area accessing the Tomaga River.

c. Provision of a sewer pump out facility on the Clyde River, Batemans Bay – funds provided to a private party to provide, operate and maintain, with Council assisting with access to the sewerage system. The sewer pump facility will be provided and maintained by a private party on the north side of the Clyde River.

d. Improved boating access to the Clyde River Batemans Bay. Solutions being discussed in consultation with the NSW Government

e. Design of new boat ramp and parking South Durras. Designs were forwarded to the Durras Community Association for community consultation in August 2016.

Council is now advocating for funding for the upgrade of boat parking at Nelligen (west) and South Durras to be provided by the NSW Government under the Boating Now Program. The details associated with these facilities is outlined in Appendix B.



## 5 Water and Sewerage Infrastructure

### 5.1 Southern Water Storage

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

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

Council intends constructing a 3,000 megalitre off river water storage near Stony Creek, Bodalla to secure the region's future water needs. The need for additional water storage was first identified in Council's 2003 Integrated Water Cycle Management Strategy (IWCMS), and was confirmed in recent secure yield modelling carried out for the 2016 review of the IWCMS strategy. Financial modelling undertaken as part of the IWCMS strategy review indicated that the construction of this water storage would not be affordable without a significant increase in customer water bills.

Council is therefore seeking a 50% contribution from each of the NSW and Australian Governments towards construction costs of the \$70M Southern Dam project such that existing levels of service can be maintained whilst complying with the water sharing plans, without increasing the financial burden on local ratepayers.

Council submitted an application for financial assistance under the Restart NSW Fund's Water Security for Regions Program for the construction of a 3,000 mega litre off river storage dam and associated infrastructure (September 2014). The application was unsuccessful.

Council has allocated \$5.5M in 2016-18 to progress the project to being shovel ready, including completion of detailed designs, land purchase and approvals. A tender for the detailed design was awarded in mid-2016, with completion of the pre-construction phase anticipated for late 2018.

### 5.2 Rosedale/Guerilla Bay sewerage scheme

The provision of sewerage services at Rosedale and Guerilla Bay received funding under the NSW Country Towns Water Supply and Sewerage Program and works are now well advanced.

In September 2015 Council received an offer of financial assistance from the NSW Government of up to \$1,287,754 under the NSW Country Towns Water Supply and Sewerage Program for stage one of the Rosedale/Guerilla Bay Sewerage Scheme.

Council also received a further offer of financial assistance from the NSW Government of up to \$2,480,674 under the Country Towns Water Supply and Sewerage Program for stage two of the Rosedale/Guerilla Bay Sewerage Scheme.

The NSW Government's Country Towns Water Supply and Sewerage Program provided \$2.48 million in total to install a pressure sewer scheme in the two villages, which involved individual pump units on each property and associated mains to take sewage to a new pump station. Council has received more than \$3.76 million from the NSW Government for the \$8.5 million project. Construction is underway on the pressure sewerage schemes, and is expected to be complete by May 2017.

A new sewage pumping station has been constructed at Rosedale which will service the existing Rosedale village and future urban developments in the area, and the construction of a balance tank at the Tomakin sewage treatment plant will enable the plant to accommodate the additional load from Rosedale and Guerilla Bay. These two components of the works were completed in mid-2016.

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

## 6 Waste Infrastructure

### 6.1 Landfill

Landfill at Council's existing sites is not sustainable in the longer term. Options for new sites, additional landfill cells or technology to separate and treat waste are being investigated to accommodate increasing landfill requirements.

The extension of the existing landfill cell at Brou was completed in 2015-16. This extension will provide an additional seven years of landfill life, based on current level of material received.

A new excavation at Surf Beach is scheduled for commencement in 2016-17, and is estimated to provide an additional eight years of landfill life, based on current level of material received.

There is always potential for these timeframes to be varied by a large scale project that has no option for material other than landfill, growth in population including tourism pressure, the introduction of an innovative process or an opportunity for increased recycling. Such events could shorten or lengthen the life of the landfills cells.

Options outside a ten year window will be investigated to secure the ongoing provision of local waste disposal.

## 7 Regional Recreation Infrastructure

Council worked with the community to develop the Recreation and Open Space Strategy (2010), which is currently under review and expected to be adopted by Council during 2016-17.

This study identifies the need for upgrades to existing recreation infrastructure for both organised sport and other recreation activities. Council continues to invest and pursue government support to achieve the outcomes sought by the community.

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

Council has identified Hanging Rock as a regional sporting complex.

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

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

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

Additional works are still required including:

- i. upgrade to the central roadway and parking (part funded in 2016-17)
- ii. provision of fencing to the main AFL/cricket field (funded in 2016-17)
- iii. provision of parking upgrade near sailing club (proposed for 2017-18)
- iv. reconstruction and reshaping of the soccer field
- v. provision of grandstand (back to back for AFL/cricket/rugby union) and seating facilities

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

### 7.2 Mackay Park Sporting and Events Precinct, and Former Batemans Bay Bowling Club Site, Batemans Bay

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

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

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

Council has already invested in this facility, most recently completing the following works:

- a. expansion of the play area to accommodate two full size fields
- b. reshaping and upgrading playing surfaces
- c. expansion of event parking (this will also act as overflow parking to the Batemans Bay commercial precinct in peak tourist periods)
- d. upgrade and sealing of the main car park
- e. upgrade of lighting to the playing fields
- f. provision of compliant access to the upper storey of the central amenities facility
- g. upgrade of the upper storey of the central amenities facility including provision of accessible toilet facilities, new kitchen and other shared facilities.

Council purchased the former Batemans Bay Bowling Club site in April 2016. Council undertook a community consultation process to enable community members interested in the future use of the precinct to submit their ideas, and invited preliminary expressions of interest from experienced developers and interested parties to partner with Council to prepare a masterplan and redevelop the precinct. The precinct includes the former club site, swimming pool and Mackay Park sporting fields.

Council is presently establishing a community based Sunset Advisory Committee for the Batemans Bay Mackay Park precinct, which will help to develop and oversee the community engagement process during the investigation of development opportunities inclusive of an aquatic centre.

Council seeks the NSW and Australian Government's support to fund \$12.5m each for these capital works with Council to be responsible for the ongoing maintenance costs.

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

### **7.3 Batemans Bay Adventure and Aquatic Centre**

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

Preliminary estimates of cost indicate the capital cost of this facility will be of the order of \$30M which is beyond the capacity of the local community to fund without government assistance.

This facility is subject to the review of opportunities at the MacKay Park precinct but could include:

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

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

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

#### **7.4 Moruya Regional Showground**

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

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

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

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

There is also a need to improve shade and shelter facilities for spectators on the hill next to the grandstand where there is a natural amphitheatre. The Showground Management Committee has planted trees at various locations around the showground for future shade and aesthetics. A permanent shade structure with seating is estimated to cost \$100,000 and funding has been provided to facilitate this outcome during 2016-17.

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

Council will continue to advocate to the NSW and Australian Governments for funding assistance to complete the works outlined above.



Open Bull Ride at the Moruya Rodeo

### 7.5 Quarry Park, Moruya

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

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

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

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

The local community approached Council with the desire to upgrade the park to provide a destination of significant heritage value. To allow the enhancement proposal to progress, a community based committee was formed to oversee the preparation of a landscape plan and pursue funding to implement the plan. The community based committee included

representatives of Moruya Rotary, the great granddaughter of the original quarry manager and two Councillors.

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

The plan was developed to allow implementation in stages as funding and resources became available:

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

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

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

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

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

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

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

While Moruya Rotary sought funding under the 2014 and 2015 Community Building Partnerships Program, they were unfortunately unsuccessful on each occasion, due to the high number of applications submitted. Council provided \$30,000 within its reserve facilities renewal program to support the community based committee to make a positive start to the implementation of the plan.

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

Council was successful in securing grant funding of \$60,000 from the NSW Government's 2015-16 Public Reserves Management Fund Program towards the upgrade of the BBQ and sheltered picnic area, bird proofing of the exposed rafters in the pavilion and construction of a new concrete path at the Moruya Quarry Wharf Reserve. These works are now complete.



## **7.6 Eurobodalla Regional Botanic Gardens**

The Eurobodalla Regional Botanic Gardens (ERBG) Visitors Centre is located on Deep Creek Dam Road, off the Princes Highway approximately 5km south of the main township of Batemans Bay.

The ERBG Visitors Centre is managed by Council and was opened in 2001 and currently has inadequate space to support proposed long term growth in visitor services.

Increasing the available internal space will enable the ERBG Visitors Centre to effectively achieve Council's Strategic Planning goals for the centre. It will promote conservation by providing the necessary environment for ensuring the safety and longevity of an important and growing regional scientific and educational resource. New space allowing for the installation of educational environmental interpretation will further promote conservation and provide venues for community and curriculum based education programs. Visitor numbers to the Gardens have more than doubled in the last five years and are expected to reach 100,000 per year by 2020.

A community working group comprising Friends of Eurobodalla Regional Botanic Gardens, Eurobodalla Shire Council, and members of the community have finalised design plans for new buildings that will see the Gardens achieve these aims.

The newly developed plans include an exhibition and event space, additional toilets and increased storage. The existing Visitor Centre will be extended to accommodate these new spaces and its interior repurposed to include a new café and information and sales area.

The herbarium, which is about to be heritage listed, will be relocated to a new purpose-built, climate controlled structure near the nursery area.

The \$1M redevelopment will be fully funded through the fundraising efforts of the Friends and grants from NSW and Australian governments.

The ERBG will be in a great position to also further its role as a recreational hub for the Eurobodalla community, offering space for meetings, workshops and social gatherings.

The ERBG will be able to take greater advantage of a growing and lucrative ecotourism market, become a better community resource, a greater council asset and be in a much better position to achieve a level of financial sustainability.

## **7.7 Corrigans Beach Reserve Inclusive Playground**

Corrigans Beach Reserve playground is the largest of 36 playgrounds across the Eurobodalla and is located on Beach Road 3km south of the Batemans Bay CBD at Batehaven. The reserve and playground are located between the shopping precinct of Batehaven on the western side and bounded by Corrigans Beach on the eastern side.

Council has approved the construction of a \$1.5m inclusive playground. Council has allocated \$100,000 in 2016-17 for the commencement of the playground. Council has worked with the Bay Push to secure a further \$400,000 in grant funds from the NSW Government toward the

playground works. Works have commenced on stage one. Council is seeking government support to provide a further \$750,000 towards this inclusive regional playground.

To assist with this project, Council also allocated \$75,000 to providing accessible picnic facilities (complete) and \$60,000 towards upgrading the adjoining pathway (complete) in 2016-17.

Council is committed to improving facilities for persons with disabilities through the upgrade of this major playground to create an integrated play space on this high profile reserve. Our aim is to create a vibrant inclusive play space that is fun, sparks the imagination and encourages active participation by all children.

The Corrigans Beach Reserve Accessible Playground Sunset Advisory Committee was formed to oversee the development of a design plan for an inclusive playground on Corrigans Beach Reserve.

The Committee is made up of representatives from The Bay Push and two members of the community. Councillors Rob Pollock (Chair) and Danielle Brice are also members of this committee.

Fiona Robbe, Architects of Acadia was appointed to design the all inclusive playground. The Committee worked with the consultant, which included public consultation, on line surveys and attendance at Corrigans Markets, to gain feedback from the public on what they would like to see in the playground.

On 1 February 2016 the consultant presented the draft concept plan of Corrigans Beach Reserve Inclusive Playground to the committee. Following endorsement of this plan by both the committee and Council and public consultation, the plan was adopted by Council on 26 April 2016.

This project contributes positively to the outcomes of the Disability Action Plan, which was endorsed by Council and developed in consultation with the Disability Advisory Committee.

The aim of this project is to create a vibrant inclusive play space that is fun, sparks the imagination and encourages active participation by all children and the wider community. The playground will have something for everyone, not everything for everybody.

Research indicates that the accessible tourism sector has significant growth potential. It also shows that customers who find suitable accessible facilities are more likely to return to the destination for holidays. This sector has a higher spend per visit than that of other tourists. This project fits neatly with business development and tourism marketing plans to target this sector.

Council was successful in securing grant funding under the ClubGRANTS Category 3 Fund for enhancing Corrigans Beach Reserve to create an all inclusive, accessible playground from the NSW Trade & Investment, Office of Liquor, Gaming & Racing in the amount of \$300,000.

The Bay Push secured \$100,000 under the Community Building Partnership program and this grant is being administered by the Bay Push.

Council allocated \$100,000 from the Special Rate Variation towards the project and the Bay Push are in the process of securing other small grants that will be administered by them.

Council will continue to advocate to both the NSW and Australian Governments to secure further funding in addition to the work the Bay Push is undertaking in this area.

The first stage of this project is due for completion by December 2016.

This project will require additional costs to maintain and ultimately renew the playground equipment. The annual maintenance and depreciation costs for these assets have been estimated at \$135,000 per annum (including \$30,000 for routine maintenance). Council will be responsible for these additional on-going costs.

### **7.8 Gundry Oval Moruya**

Gundry oval services a large number of users each week. The facilities require upgrade to meet this growing demand.

Council has sought \$825,000 in grant funding under the NSW Government's ClubGrants Sport and Recreation Infrastructure Grant program and allocated \$422,400 toward the following improvements:

- Provision of new amenities buildings
- Upgraded inclusive and accessible playground near Evans Street
- Upgraded seating
- Sporting field upgrade
- New cricket wicket

### **7.9 Bill Smythe Oval Narooma**

An election commitment was made in 2016 by Dr Mike Kelly, Member for Eden-Monaro, for funding of \$1.5M towards the sports fields and sports complex upgrades at Bill Smythe Oval, Narooma.

### **7.10 Narooma Pool**

Fiona Nash, Deputy Leader of the Nationals and Minister for Regional Development, provided an election commitment in 2016 of \$350,000 towards the upgrade of the Narooma Pool. This funding will be supplemented by an additional \$227,000 contributed from Council.

## **8 Arts and Cultural Infrastructure**

### **8.1 Moruya Library Exhibition Centre**

The major Community Arts and Cultural Precinct project includes the development and expansion of the Moruya library facility to include a purpose built exhibition space,

gallery, storage, workshop, servery kitchen area with additional community meeting rooms. Co-location with Moruya Library takes advantage of the existing staffing arrangements already servicing over 60,000 library customers per annum. The project is to be delivered over three stages with a preliminary cost estimate of \$2.5M.

Council formed an internal cross department working team to develop design plans for the proposal, allocating \$300,000 for the planning phases of this project. Council has already secured a \$200,000 grant under the NSW Government's State Library of New South Wales Infrastructure Grants Program 2014-15 and \$500,000 under the Australian Government's National Stronger Regions Fund (NSRF) for further funding toward the exhibition centre. The completion of stage 1 of the project is due to be completed in August 2017.

Council seeks the support of the NSW & Australian Governments to co-fund this project for stages 2 and 3.

## 9 Emergency Services

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

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

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

Following the NSW election, Council re-submitted its case to the new Minister for Emergency Services, the Hon David Elliot MP.

### 9.1 Eurobodalla Emergency Services Review

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

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

### 9.2 Mogo Regional Emergency Services Training Centre

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

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

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

### 9.3 Eurobodalla Emergency Operations Centre

Eurobodalla currently operates without a dedicated Emergency Operations Centre (EOC). This means that we are required to implement makeshift arrangements to establish a base

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

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

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

In March 2015, the State Emergency Management Committee (SEMC) endorsed a strategic review of Emergency Operations Centre (EOCs) arrangements in NSW. This was driven out of the absence of a dedicated funding program to support structural builds or fit outs of multi-agency EOCs and concerns raised that the ability of Local Councils to fund and equip dedicated EOCs is becoming increasingly unsustainable.

The aim of the project will be to deliver a suite of recommendations that will enhance multi-agency EOC arrangements within NSW and provide a clear understanding of the resources available, the resources that are required, and, a best practice model which is sustainable into the future. In late 2015 an EOC Illawarra South Coast Focus Group was formed and met to discuss these issues. The outcomes of the review will be communicated by the SEMC.

## 10 Tourism Infrastructure

### 10.1 All Abilities/Accessible Tourism Package

Increasing the amount and quality of accessible tourism accommodation and activities in Eurobodalla will benefit older people with mobility issues and people of all ages with a disability. Research shows this also provides commercial benefits to local businesses as the market is growing and very loyal.

There are a range of activities and venues for visitors to enjoy that are accessible, eg Mogo Zoo, kayaking tours, some fishing charters, beach wheelchairs, walking trails. The package would include increased accessibility at some key scenic headlands in the region and other tourism hotspots.

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

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

The project would include:

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

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

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

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



Council has also worked in partnership with the Eurobodalla community to advocate for funding for a regional accessible playground for Corrigans Beach reserve at Batehaven, which is now under construction. Council formed the community based Corrigans Beach Reserve Accessible Playground Sunset Committee to oversee the detailed design, community consultation and delivery of stage one of the project valued at \$500,000.

The Bay Push community group secured \$100,000 in grant funds from the NSW Government under the Community Building Partnership thanks to local member the Hon Andrew Constance MP. Council also successfully secured \$300,000 in NSW Club Grants and allocated \$100,000 in 2015-16 for this project which is due for completion by December 2016.

### **10.2 Boardwalk and Viewing Platform - Nelson Parade, Tuross Head**

Council has now completed a raised pathway with viewing platform to connect existing pathways along Nelson Parade, Tuross Head at a cost of \$275,000. This facility links existing pathways to create a 5.3km path around the Tuross headland, and was funded from the sale of the Tuross Head Progress Hall land, augmented by a grant from the RMS, and an in-kind contribution from Council.

Some sections of the pathway are concrete, but the majority comprises a boardwalk of raised timber. This will protect the Norfolk Island pine trees alongside the path. The boardwalk also includes a viewing platform. Mayor Lindsay Brown officially opened the boardwalk on Friday 15 July 2016 with members of the Tuross Head Progress Association and the broader community.

This facility is fast becoming a tourism drawcard, and will provide an opportunity for locals and visitors to utilise the area for recreation, wedding ceremonies and other events, thus providing economic stimulus to the region.

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

Council has now completed a 1.6 kilometre extension of the pathway from ‘the windsock’ at Moruya Airport along to the campground at North Head, Moruya. The Tourism Advisory Committee identified that the completion of this section of the cycleway route to link the North Head campground with ample parking through to Mossy Point will be an attraction and benefit to the tourism industry.

The Broulee Mossy Point Community Association co-funded this project with a \$25,000 donation, with Council providing a further \$50,000.

Council recycled material from three road pavement rebuilding jobs around the shire to build the path, saving money and reusing materials.

The path extension is already proving popular and means that people staying at the campground can now walk or ride in safety to the beaches and shops around Broulee and Mossy Point.

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

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

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

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

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

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

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

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

- a. Observation Point, Batehaven (2017-18)
- b. Viewing platform, South Broulee Beach (complete)
- c. One Tree Headland, Tuross Head (complete)
- d. Carters Headland, Narooma (2016-17)

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

There are significant opportunities for the NSW Government to partner in provision of tourism infrastructure. Examples include:

- a) Upgrade of Holmes Lookout overlooking Batemans Bay by the National Parks and Wildlife Service in accord with the approved Park management plan
- b) Construction of an improved pathway and footbridge over Cullendulla Creek by National Parks and Wildlife Service through the National Park to create a link between Surfside and Long Beach. This has potential to open up a pathway linkage from South Durras through to Batehaven (in the first instance)



Eurobodalla – an unspoilt coastal paradise

### 10.5 Batemans Bay 100km Mountain Bike Track

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

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

The concept might include:

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



Eurobodalla mountain biking tracks



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

Council actively supports the growth of mountain bike events in the region because of the direct economic benefits of the events and because they assist in the strategic development of the region's reputation as a year round mountain bike destination.

In 2014, two new, regular mountain bike events were attracted (Chocolate Foot Ride and Resurrection Ride) and the feedback from riders on the quality of the riding experience was overwhelmingly positive.

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

### **10.6 Eurobodalla Heritage Trail**

Council, with support from Eurobodalla's Heritage Advisory Committee, has developed a brochure to support the Eurobodalla Heritage Trail. It provides a brief history of Eurobodalla's towns and makes suggestions for what to do in each place. Tuross Head, the Tilba district, Narooma and Montague Island, Nerrigundah, Nelligen, Batemans Bay, Mogo, Broulee and Moruya all feature.

Eurobodalla's historical societies and museums are also listed, and readers are encouraged to download local history walk maps for each town from Eurobodalla's tourism website. The project is aimed at increasing visitor numbers and improving the visitor experience. The Trail aims to enhance the tourism experience, and highlight areas of social, environmental and historical interest, such as the newly restored Moruya Granite Quarry Park.

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

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

The Eurobodalla heritage map is available at Visitor Information Centres and libraries in Batemans Bay, Narooma and Moruya.

### **10.7 Deua Valley Wilderness Trail**

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

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



the regional economy.

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



Eurobodalla hinterland wilderness trails

### **10.8 Eurobodalla Regional Equestrian Centre**

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

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

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

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

economic impact of the facility on the region.

Council worked closely with the community, engaging specialist consultants MI Engineers to prepare a business case for this proposal. The business case supported the concept of the Eurobodalla Regional Equestrian Centre and anticipates that, if Council were to receive NSW Government funding, a Eurobodalla regional equine facility would create more than 26 new full time jobs, \$1.3 million in wages and visitors attending events at the centre would contribute \$2.6 million a year to the local economy. The business plan recommends Council enter into an agreement with the Moruya Jockey Club to manage the facility but retain community ownership of the physical assets.

On 9 December 2014, Council unanimously decided to submit the business plan to the NSW Government via Infrastructure NSW and the Hon Andrew Constance MP. This has since been submitted to the NSW Government. The Minister for Transport and Infrastructure and Member for Bega Andrew Constance announced in early 2016 that funding was available for a regional equine centre and the business plan will support Eurobodalla's application.

#### **10.9 Bannerconda Provision in Batemans Bay, Moruya, Narooma and Mogo**

The installation of a Bannerconda system in all main towns will increase the ability to drive patronage to events in the low tourism season and encourage passing visitors to stop and spend money in Eurobodalla. The system allows for the installation of targeted banners on light/electricity poles without the need for road closures or costly installation.

Council has now secured approval from Essential Energy on behalf of the Batemans Bay Chamber of Commerce and agreed to fund the installation of the bannerconda system utilising funding from pay parking.