

## Ordinary Meeting

**Meeting Date:** Tuesday, 20 December, 2016  
**Location:** Council Chambers, City Administrative Building, Bridge Road, Nowra  
**Time:** 4.00pm

**Membership** (Quorum - 7)  
All Councillors

**Please note:** Council's Code of Meeting Practice permits the electronic recording and broadcast of the proceedings of meetings of the Council which are open to the public. Your attendance at this meeting is taken as consent to the possibility that your image and/or voice may be recorded and broadcast to the public.

## Agenda

1. **Acknowledgement of Traditional Custodians**
2. **Opening Prayer**
3. **Australian National Anthem**
4. **Apologies / Leave of Absence**
5. **Confirmation of Minutes**
  - Ordinary Meeting - 22 November 2016
6. **Declarations of Interest**
7. **Presentation of Petitions**
8. **Mayoral Minute**

MM16.16	Mayoral Minute - Congratulations - Shoalhaven Business Chamber, Winner at the 2016 State Business Gala Awards .....	1
MM16.17	Mayoral Minute - Congratulations - Liberty Nelson, 2017 Nowra Showgirl .....	2
MM16.18	Mayoral Minute - Congratulations - 2016 NSW Tourism Award Winners.....	3
MM16.19	Mayoral Minute - Passing of former Commanding Officer of HMAS Albatross, Commodore Graham Sloper.....	4
9. **Deputations and Presentations**
10. **Notices of Motion / Questions on Notice**

CL16.103	Notice of Motion - Signage for Cycleways .....	6
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CL16.104	Notice of Motion - Sanctuary Point Skatepark - Seating .....	8
CL16.105	Notice of Motion - Sanctuary Point Library - Bike racks .....	9
CL16.106	Notice of Motion - Sussex Inlet Garbage Depot.....	10
CL16.107	Notice of Motion - Pedestrian Safety - Iverson Road, Sussex Inlet.....	11
CL16.108	Notice of Motion - New Bay & Basin Police Station .....	12
CL16.109	Notice of Motion - Wandean Road Gravel Path.....	13
CL16.110	Notice of Motion - Croquet Fields Bomaderry .....	14
CL16.111	Notice of Motion - Coastal Management & Infrastructure Reserve .....	15
CL16.112	Notice of Motion - Briefing Sessions - State & Federal Members .....	17
CL16.113	Notice of Motion - Maria Avenue Boat Ramp, Burrill Lake .....	18
CL16.114	Notice of Motion - Milton Avenue of Honour .....	20
CL16.115	Notice of Motion - Optus Tower Milton .....	22
CL16.116	Notice of Motion - Huskisson Wharf - Dolphin Wild & Dolphin Watch .....	23
CL16.117	Notice of Motion - Climate Change.....	24
CL16.118	Notice of Motion - International Cities & Town Centres Conference - Report & Recommendations .....	26

## 11. Committee Reports

<u>CL16.119</u>	<u>Report of the Development Committee - 6 December 2016 .....</u>	<u>29</u>
DE16.14	Huskisson Town Centre - Service Lanes Review - Funding and Costing Options	
<u>CL16.120</u>	<u>Report of the Strategy &amp; Assets Committee - 13 December 2016 .....</u>	<u>32</u>
SA16.56	Notice of Motion - Greenwell Point Mens Shed	
SA16.60	Mollymook All Access Playground - Mollymook Beach Reserve	
SA16.61	Recreational Fishing Trust Funding - Bawley Point Headland - Gantry	
SA16.64	Tender - Road upgrade Naval College Road, Worroving Heights between Pine Forest Road & Seagrass Avenue - Federal Blackspot Funded	
SA16.65	Council Policy Review - Property and Bereavement Services	
SA16.67	Compulsory Acquisition Crown Land - Lots 1, 2 & 3 DP 879670 Dowling Street, Ulladulla - existing road access	
SA16.68	Acquisition of Drainage Easement - Woollamia - Pt Lot 1 DP1027849 17 James Farmer Grove, Woollamia - Easement for Bund	
SA16.69	Lease to Council from C & R Property Investments Pty Ltd - Units 1 & 2, 2 McIntyre Way, Bomaderry	
SA16.70	Proposed Lease - Berry Community Preschool Incorporated - 24 Albert Street, Berry	
SA16.71	Road Widening - Mundamia - Public Road Dedication	
SA16.72	Reclassification of Land - 59 Owen St Huskisson	
SA16.73	Classification of Operational Land - Spinnaker St Vincentia - SPS	
SA16.74	Sea level rise projections and policy framework	

SA16.78	Connection to Kangaroo Valley Sewerage Scheme - Three Lot Subdivision	
<u>CL16.121</u>	<u>Report of the Business &amp; Employment Development Committee - 30 November 2016</u>	36
BE16.7	BioMarine 2016	
<u>CL16.122</u>	<u>Report of the Council Bushcare Representatives Group - 9 December 2016</u>	37
BR16.1	Options to address natural resources impacts on Captain St reserve, Vincentia	
BR16.2	Council Owned Land/Property Review	
BR16.3	Discussion Paper - Bushcare Action Plans - Consultation, Feedback from Submissions & Aboriginal Cultural Heritage	
<u>CL16.123</u>	<u>Report of the Shoalhaven Heads Estuary Taskforce - 12 December 2016</u>	39
SH16.1	Status update on the recommendations of the Taskforce	
<u>CL16.124</u>	<u>Report of the Shoalhaven Sports Board - 14 December 2016</u>	40
SB16.1	Voluntary User Contribution Scheme - Round 2 Funding 2016/2017	
SB16.2	Shoalhaven Sports Board - Induction / Sporting Projects Status Update	
<u>CL16.125</u>	<u>Report of the Shoalhaven Traffic Committee - 13 December 2016</u>	42
TC16.23	Proposed No Stopping Zone (PN3217) - Bayview Avenue, Hyams Beach	
TC16.24	Proposed Double Barrier Line Marking (PN 3349) - Cyrus Street, Hyams Beach	
TC16.25	Proposed Time Restricted No Stopping Zone (PN 3350) - Cyrus Street, Hyams Beach	
TC16.26	Proposed Regulatory Signage and Line Marking Plans (PN 3259) - Bayswood Estate, Vincentia	
TC16.27	Proposed Stewart Place Bus Interchange Upgrade (PN 3287) - Stewart Place, Nowra	
TC16.28	Proposed No Stopping Zone (PN 3326) - Red Point Road, Bendalong	
TC16.29	Proposed Disabled Parking Restriction Amendment (PN 3335) - Dolphin Court Car Park, Boree St, Ulladulla	
TC16.30	Proposed Roundabout (PN 3340) - Intersection Deering St and Jubilee Ave, Ulladulla	
TC16.31	Proposed Raised Pedestrian Crossing (PN 3341) - Tallwood Ave, Mollymook Beach	
TC16.32	Proposed Shared Path and Pedestrian Refuges (PN 3342) - Mitchell Pde, Mollymook Beach	
TC16.33	Proposed Double Barrier Line Marking (PN 3345) - Intersection Waldegrave Cres / Murray St, Vincentia	
TC16.34	Proposed Line Marking Amendments - Mitchell Pde, Mollymook Beach	

- TC16.35 Proposed Car and Trailer Parking (PN 3347) - Nielson Lane Boat Ramp, Sussex Inlet
- TC16.36 Proposed Pedestrian Refuge (PN 3351) - Intersection West Birriley Street & North Tarawal Street Bomaderry
- TC16.37 Proposed Regulatory signage & Line Marking (PN 3352) - Orion Beach Shared Path, Vincentia

## 12. Reports

CL16.126	Bomaderry Nowra Regional Sports & Community Precinct Master Plan .....	46
CL16.127	Beach Access Wheel Chairs Funding Success .....	64
CL16.128	2017 Australian Coastal Councils Conference .....	67
CL16.129	Investment Report - November 2016 .....	69
CL16.130	Development of a Model Code of Meeting Practice for Local Councils in NSW - Call for Submissions .....	72
CL16.131	Tenders - Provision of Security Services .....	74
CL16.132	Tenders - Upper Kangaroo River Road Landslip Repairs.....	76
CL16.133	Tenders - "Changing Places" Public Amenities, Mollymook Beach Reserve .....	78
CL16.134	Huskisson Traffic and Parking Study.....	80
CL16.135	Pedestrian Traffic Signals - Princes Highway and Junction Street, Nowra .....	85
CL16.136	Huskisson Wharf - Working Party.....	92
CL16.137	Driveway Repair Works - 30 Alexandra Street, Berry - H L Stanger & D J Felton .....	96
CL16.138	Sale of Council Land to RMS - Upgrade of Princes Hwy - Berry to Bomaderry .....	98
CL16.139	Sale by Expression of Interest - Lot 1 DP 1021332 George Evans Road, Mundamia - Update .....	100
CL16.140	Proposed Site Cost Estimates - Milton Ulladulla Men's Shed .....	101
CL16.141	Climate Change Action Committee - Membership and Purpose .....	107
CL16.142	NSW Climate Change Policy Framework and associated Plans.....	109
CL16.143	National Roads Congress 2016.....	114

## 13. Confidential Reports

### Notices of Motion / Questions on Notice

**Please note:** CCL16.25 was included in the confidential agenda in error. The rescission motion has been transferred to the open agenda. Please refer to CL16.145 in the Supplementary agenda.

- CCL16.25 Rescission Motion - Shoalhaven Family Day Care

*Local Government Act - Section 10A(2)(d)(i) - Commercial information of a confidential nature that would, if disclosed prejudice the commercial position of the person who supplied it.*

*There is a public interest consideration against disclosure of information as disclosure of the information could reasonably be expected to reveal commercial-in-confidence provisions of a contract, diminish the competitive commercial value of any information to any person and/or prejudice any person's legitimate business, commercial, professional or financial interests.*

### Committee Reports

#### CCL16.26 Report of the Strategy & Assets Committee - 13 December 2016

##### CSA16.10 Tenders – Road Upgrade Naval College Road, Worroving Heights between Pine Forest Road & Seagrass Avenue

*Local Government Act - Section 10A(2)(d)(i) - Commercial information of a confidential nature that would, if disclosed prejudice the commercial position of the person who supplied it.*

*There is a public interest consideration against disclosure of information as disclosure of the information could reasonably be expected to reveal commercial-in-confidence provisions of a contract, diminish the competitive commercial value of any information to any person and/or prejudice any person's legitimate business, commercial, professional or financial interests.*

### Reports

##### CCL16.27 Tenders – Provision of Security Services

*Local Government Act - Section 10A(2)(d)(i) - Commercial information of a confidential nature that would, if disclosed prejudice the commercial position of the person who supplied it.*

*There is a public interest consideration against disclosure of information as disclosure of the information could reasonably be expected to reveal commercial-in-confidence provisions of a contract, diminish the competitive commercial value of any information to any person and/or prejudice any person's legitimate business, commercial, professional or financial interests.*

##### CCL16.28 Tenders – Upper Kangaroo River Road Landslip Repairs

*Local Government Act - Section 10A(2)(d)(i) - Commercial information of a confidential nature that would, if disclosed prejudice the commercial position of the person who supplied it.*

*There is a public interest consideration against disclosure of information as disclosure of the information could reasonably be expected to reveal commercial-in-confidence provisions of a contract, diminish the competitive commercial value of any information to any person and/or prejudice any person's legitimate business, commercial, professional or financial interests.*

##### CCL16.29 Tenders – "Changing Places" Public Amenities, Mollymook Beach Reserve

*Local Government Act - Section 10A(2)(d)(i) - Commercial information of a confidential nature that would, if disclosed prejudice the commercial position of the person who supplied it.*

*There is a public interest consideration against disclosure of information as disclosure of the information could reasonably expected to reveal commercial-in-confidence provisions of a contract, diminish the competitive commercial value of any information to any person and/or prejudice any person's legitimate business, commercial, professional or financial interests.*

CCL16.30 Sale by Expression of Interest - Lot 1 DP 1021332 George Evans Road, Mundamia - Update

*Local Government Act - Section 10A(2)(d)(i) - Commercial information of a confidential nature that would, if disclosed prejudice the commercial position of the person who supplied it.*

*There is a public interest consideration against disclosure of information as disclosure of the information could reasonably expected to reveal commercial-in-confidence provisions of a contract, diminish the competitive commercial value of any information to any person and/or prejudice any person's legitimate business, commercial, professional or financial interests.*

## **MM16.16 Mayoral Minute - Congratulations - Shoalhaven Business Chamber, Winner at the 2016 State Business Gala Awards**

**HPERM Ref:** D16/375533

### **Recommendation**

That Council receive the report for information.

### **Details**

Congratulations to the Shoalhaven Business Chamber (SBC) being named Business Chamber of the Year at the 2016 State Business Gala Awards held on Friday, 25 November 2016 at Luna Park, Milsons Point.

Out of a competitive 15 entrants in the category, SBC shone through with their hard work, commitment and tenacity, turning around membership and finances and offering its members diversified and updated events which had made it clear they were getting a lot out of being involved with the Chamber. I have taken the liberty of writing a congratulatory letter on behalf of Council.

MM16.16

## **MM16.17    Mayoral Minute - Congratulations - Liberty Nelson, 2017 Nowra Showgirl**

**HPERM Ref:**     D16/375572

### **Recommendation**

That Council receive the report for information.

### **Details**

I would like to congratulate Liberty Nelson on becoming Nowra Showgirl for 2017. Liberty is also a Ranger here at Shoalhaven City Council and will be a great Amabassador for the region. Best of luck for the Showgirl Zone Finals to be held in Berry in March 2017.

I have written to Liberty a letter of congratulations on behalf of Council.

MM16.17



## **MM16.18 Mayoral Minute - Congratulations - 2016 NSW Tourism Award Winners**

HPERM Ref: D16/375720

### **Recommendation**

That Council receive the report for information.

### **Details**

#### ***Double Gold Winner – Cupitt’s Winery***

Congratulations to Cupitt’s Winery taking out not just one Gold Medal at the recent 2016 NSW Tourism Awards but two! The Winery won gold in the Restaurant & Wineries and gold in the Breweries & Distilleries categories at the awards ceremony held at Luna Park Sydney on Thursday, 24 November 2016. They are the only business to have won two gold awards in the state and now progress to the Qantas Australian Tourism Awards to be held in Darwin on 24 February 2017. On behalf of Council, I would like to wish them the very best at the Australian awards and have taken the liberty of writing a congratulatory letter on behalf of Council.

#### ***Highly Commended Winner – South Coast Regional Tourism Organisation***

I would also like to congratulate the South Coast NSW Organisation for their Highly Commended award in the Destination Marketing category for their UNSPOILT South Coast Marketing Campaign, South Coast. A wonderful result! Congratulations team. I have taken the liberty of writing a congratulatory letter on behalf of Council.

MM16.18

## **MM16.19 Mayoral Minute - Passing of former Commanding Officer of HMAS Albatross, Commodore Graham Sloper**

**HPERM Ref:** D16/391587

### **Recommendation**

That Council receive the report for information.

### **Details**

Commodore Graham Sloper was appointed to the post of Commanding Officer at HMAS Albatross in 1995 after a distinguished career in the Royal Australian Navy which commenced in 1958 as a Cadet Midshipman.

While Commodore Sloper was the CO of HMAS Albatross, he had around 2000 people working for him, was on 15 committees in the local community and Patron for 12 organisations. Graham was a visible presence in the local Shoalhaven community.

Amongst the involvement in the Shoalhaven was with Council on a task force known as the Albatross Working Party. From this involvement he was instrumental in:

- Preparing a plan for the redevelopment of HMAS Albatross which at the time lifted the capital works program for the base to the top of the list for military airfields and commenced various phases of redevelopment representing approximately \$1b of works locally.
- Supporting the siting of the Albatross Aviation Technology Park adjacent to HMAS Albatross and the interconnection of aircraft access between the industrial activities and the military airfield.
- Allowing the runway at HMAS Albatross to be used as a “dragstrip”. This activity eventuated following community groups including Council and Police trying to find constructive activities for youth rather than hooning in the local streets. This regular event attracted hundreds of onlookers with competitors coming from as far as Sydney to “compete”.
- Having Defence personnel integrate more into the community, into local sporting teams and groups rather than being involved within military activities. The removal of the “married patch” for reasons of OH&S made it necessary for these families to move elsewhere in Nowra.



MM16.19

Commodore Sloper was a leader of his team and used many unorthodox methods to lead his “men”. This characteristic came through in his posting here at HMAS Albatross and for those that remember him he will remain an extremely positive leader who was not afraid to go out of his way to make things happen for the betterment of his community, both military and civil.

Lest we forget!

## **CL16.103 Notice of Motion - Signage for Cycleways**

**HPERM Ref:** D16/365142

**Submitted by:** Cllr Bob Proudfoot

### **Purpose / Summary**

The following Notice of Motion, of which due notice has been given, is submitted for Council's consideration.

### **Recommendation**

That a report come to Council regarding the installation of more effective signs along our cycleways. The signs could at the least address the following:

1. Keep left
2. Warn when approaching
3. Move off path when stopped
4. Control your dog

### **Background**

Port Stephens Council has effective signs including the above.

### **Note by the General Manager**



Above is a photo of a Port Stephens shared path sign, the shared path which was just installed near Mount Tomaree along Shoal Bay Rd (the past financial year). The sign is well

CL16.103

made with good graphics, however this shared path does not use pavement markings from memory (and bans Segway's).

The Vincentia Shared Path has a signage and line marking plan being submitted to the December STC, using the RMS standard for signage on shared paths.

This signage should be reserved for prominent highly used shared paths such as the new Vincentia shared path due to cost and effectiveness.

Additionally, the signs and lines act as a courtesy reminder to path users rather than regulation. (some may hold the stance that they are regulatory, however who and how would they be enforced?).

Traffic Staff will work with Shoalhaven BUG and Healthy Cities to formulate a campaign for shared paths and provide advice to Council on funding options for signs and awareness of shared paths.

## **CL16.104 Notice of Motion - Sanctuary Point Skatepark - Seating**

**HPERM Ref:** D16/365171

**Submitted by:** Cllr Bob Proudfoot

### **Purpose / Summary**

The following Notice of Motion, of which due notice has been given, is submitted for Council's consideration.

### **Recommendation**

That the installation of more seating at the Sanctuary Point Skatepark be considered during the preparation of the next budget.

### **Note by the General Manager**

Supply and installation per seating unit is approx. \$10K. - heavy duty / metal construction.

Operational costs relatively low thereafter – periodic repaint / address any vandalism and graffiti issues etc.

Depending on the number of seats required appropriate capital funding will need to be allocated to cover the costs.

CL16.104

## **CL16.105 Notice of Motion - Sanctuary Point Library - Bike racks**

**HPERM Ref:** D16/365192

**Submitted by:** Cllr Bob Proudfoot

### **Purpose / Summary**

The following Notice of Motion, of which due notice has been given, is submitted for Council's consideration.

### **Recommendation**

That bike-racks be installed at the permanent Sanctuary Point Library.

### **Note by the General Manager**

In response to a previous request from the local CCB bikes racks are already included in the strategy for placement adjacent the Sanctuary Point library, listed for installation in the 18/19 year, subject to funding. Based on the strategy we will be applying for funding in July 2017 for installation in the 18/19 year. If council wishes to bring forward these works to 2016/17 it will need to find a source of funds by deferring some other works.

CL16.105

## **CL16.106 Notice of Motion - Sussex Inlet Garbage Depot**

**HPERM Ref:** D16/365213

**Submitted by:** Cllr Bob Proudfoot

### **Purpose / Summary**

The following Notice of Motion, of which due notice has been given, is submitted for Council's consideration.

### **Recommendation**

That consideration be given to the opening of Sussex Inlet Tip every day during the peak Christmas/New Year holiday period.

### **Note by the General Manager**

Council have previously provided this service and will maintain it in accordance with Council resolution of 4 October 2016 and will continue to provide access to the Sussex Inlet Tip 7 days per week from Boxing day to the end of the school holidays in January.

CL16.106



## **CL16.107 Notice of Motion - Pedestrian Safety - Iverson Road, Sussex Inlet**

**HPERM Ref:** D16/389665

**Submitted by:** Cllr Bob Proudfoot

### **Purpose / Summary**

The following Notice of Motion, of which due notice has been given, is submitted for Council's consideration.

### **Recommendation**

That a report be brought to Council providing options for the provision of safer access for the residents of Inasmuch Retirement Village as they cross Iverson Road, Sussex Inlet on their way to the regularly used bus stop.

### **Background**

Nearby residents to the bus stop are adamant that, at certain peak times, the speed and volume of traffic in combination with the bend in the road have created a dangerous situation for the elderly pedestrians.

### **Note by the General Manager**

Council's Traffic and Transport Unit could arrange to undertake a pedestrian safety assessment in Iverson Road.

CL16.107

## CL16.108 Notice of Motion - New Bay & Basin Police Station

**HPERM Ref:** D16/389699

**Submitted by:** Cllr Bob Proudfoot

### Purpose / Summary

The following Notice of Motion, of which due notice has been given, is submitted for Council's consideration.

### Recommendation

That a report be brought to Council regarding the feasibility of a portion of Shoalhaven Water land, adjacent to the Rural Fire Station on the Wool Road, Sanctuary Point, being a possible site for the new Bay & Basin police station.

### Background

This site has been suggested as an ideal location for the station on a number of occasions by the community at public meetings.

### Note by the General Manager

Over the past 18 months NSW Police have via their external property service provider (BrookfieldGIS) been considering various alternative sites for a new Police Station to replace the aging station at Huskisson. Council during this time offered 10 suggestions covering numerous sites, both Council owned and private for consideration including the Bay & Basin Leisure Centre "Emergency Services Precinct", 193 Island Point Road, St Georges Basin and the public hall in the former Stockland's shopping Centre car park to name a few

In all cases the site were deemed not acceptable as NSW Police site preference is central Vincentia, in a prominent and accessible location with direct street frontage. We understand BrookfieldGIS are continuing to hold discussions with the new owner of the former Stockland's Vincentia site and a number of adjoining property owners.

CL16.108

## CL16.109 Notice of Motion - Wandean Road Gravel Path

HPERM Ref: D16/391472

Submitted by: Cllr Bob Proudfoot

### Purpose / Summary

The following Notice of Motion, of which due notice has been given, is submitted for Council's consideration.

### Recommendation

That as part of the next quarterly review, Council consider allocating funds from the Community Path Reserve to Wandandian Progress Association for the Wandean Rd gravel Path project.

### Note by the General Manager

\$110,000 is budgeted in the Community Pathway Program for 2016/17 that is/has funding projects at:

- Shoalhaven Heads,
- Cambewarra,
- Hyams Beach,
- Bendalong/Manyana,
- Fisherman's Paradise,
- Bawley Point/Kioloa and
- Wandandian.

The Wandandian project has commenced with a \$7,000 contribution with construction managed by the Wandandian Progress Association. The Association has been advised that this commitment could be reviewed with additional funding being provided from savings (underspends) from other pathway projects. This review is normally done in March each year.

## CL16.110 Notice of Motion - Croquet Fields Bomaderry

**HPERM Ref:** D16/379503

**Submitted by:** Cllr Greg Watson  
Cllr Andrew Guile  
Cllr Mitchell Pakes

### Purpose / Summary

The following Notice of Motion, of which due notice has been given, is submitted for Council's consideration.

### Recommendation

That Council inform the Croquet Club they may proceed to develop their additional fields as Council will not require the Clubs relocation from the existing site.

**Note:** Also refer to the Report in the Business paper concerning the Bomaderry Nowra Regional Sports & Community Precinct Master Plan and submissions received following the public exhibition period.

CL16.110

## CL16.111 Notice of Motion - Coastal Management & Infrastructure Reserve

HPERM Ref: D16/384786

Submitted by: Cllr John Wells

### Purpose / Summary

The following Notice of Motion, of which due notice has been given, is submitted for Council's consideration.

### Recommendation

That Council establish a Coastal Management and Infrastructure Reserve, to enable it to respond to storm damage and programmed maintenance and infrastructure development, in Shoalhaven's Coastal Zone.

### Background

As reported elsewhere, about a quarter of all presentations at the recent 25th NSW Coastal Conference held in Coffs Harbour, addressed issues surrounding the 5/6th June 2016 East coast low storm event, the damage arising there from and strategies to cope with similar events in future.

Whilst the June 2016 event may not have been as intense or have the same energy as preceding events – such as April 2007/June/July 2015, it inflicted significantly more damage for two primary reasons these being;

1. The event travelled in an East and East/North East trajectory in contrast to the more typical South, South East pattern and
2. The event extended over 4 Spring time high tides, an unusually extended and repeated impacts on the coastal zone.

At the request of the insurance industry, coastal risk management experts have endeavoured to calculate the frequency with which coastal communities might expect storm events similar to that of June 2016. The consensus of opinion, expressed at the Coastal Conference, suggests an interval of 15-20 years between events of this nature.

Staff advised that the extent of damage on the Shoalhaven Coastline of the June 2016 storm could amount to 7-8 million dollars in damages. If that is the case it is not unreasonable to conclude that the Shoalhaven Community could find itself in the position which Council found itself in July 2016. Council had to review its recently adopted 2016/17 Budget, reprioritise some important works to scrape up half a million dollars. This simply to undertake investigations and designed on works which needed to be done to remediate the City's extensive damage.

It is my view that a far more prudent course of action would be for Council to set aside an appropriate quantity of funds in each of its' budget cycles to enable the City to better respond to damage arising from storm events and to facilitate works which would improve the resilience and sustainability of the Shoalhaven's Coastal Zone. Having such funds available at the time of a major emergency would facilitate access to other external sources of funding. This would enable more timely response and recovery time in remediating damage, to the benefit of our local communities and local economy.

I would appreciate Counsellors supporting this proposal for inclusion in the 2017/18 and beyond budget cycles.

**Note by the General Manager**

Currently most of Council's coast and estuary infrastructure including foreshore erosion protection structures, beach access ways and walking tracks cannot be insured against storm and flood damages. Damages from storms are not covered by natural disaster funding. Beach and foreshore erosion remediation works, like those Council has completed at Currarong, are also not covered by natural disaster funding. Council has investigated and lobbied for other funding sources but these are not available from State and Federal funding bodies except for the NSW coast and estuary funding program which requires Council to have a certified coastal zone management plan to access funding. This funding is limited and highly contested statewide and therefore funding from this program is not guaranteed and cannot be relied upon. There is also a significant repair and replacement works identified within the asset management plan. The cost of these works currently significantly exceed existing coastal maintenance budgets. Therefore such a reserve fund would enable Council to respond to natural disaster events as well as implement works identified in the coast and estuary asset management plan.

The Motion is consistent with comments made by the General Manager in a report to the last Risk and Audit Committee meeting:

*To plan for these type of costs, especially if the frequency & quantum are expected to rise over time, it will be necessary to have a separate budget each year and possibly a "Reserve Fund" to draw down.*

CL16.111

## **CL16.112 Notice of Motion - Briefing Sessions - State & Federal Members**

**HPERM Ref:** D16/386778

**Submitted by:** Cllr Joanna Gash

### **Purpose / Summary**

The following Notice of Motion, of which due notice has been given, is submitted for Council's consideration.

### **Recommendation**

That:

1. Council invite our local State and Federal members to a future councillor briefing session for a two way discussion to
  - a. Advise them of council's priorities and concerns;
  - b. To hear and understand how our members can assist to achieve council's priorities and to have them explain what they see as future priority issues for our city; and
2. The Mayor reinstate the confidential three levels of government meetings held in past years.

### **Background**

In previous years council has invited the MPs to attend and inform council of latest policies on issues that affect our city and how we can avail ourselves of their assistance to ensure we make use of their expertise. During my time as the Federal member I found this to be most useful.

CL16.112

## **CL16.113 Notice of Motion - Maria Avenue Boat Ramp, Burrill Lake**

**HPERM Ref:** D16/388611

**Submitted by:** Cllr Mark Kitchener

### **Purpose / Summary**

The following Notice of Motion, of which due notice has been given, is submitted for Council's consideration.

### **Recommendation**

That Council make immediate remedial/repair works to the Maria Avenue Boat Ramp Burrill Lake.

### **Background**

Several residents of Burrill Lake have made representations to councillors concerning what they consider to be an appalling condition of the major public access point to Burrill Lake.

Residents are particularly concerned about the continuing deterioration of Maria Avenue, the boat ramp turning circle and car parking area.

With the installation of the floating pontoon wharf Maria Avenue has experienced greatly increased numbers of vehicles towing boats to the ramp and fish cleaning facility.

This type of traffic has had a significant impact, over time, on the road surface and in particular the edges. Maria Avenue is not (and never has been) kerbed or guttered and large areas of pooled water persist after wet weather making conditions unpleasant for tourists, boaties and in particular ratepayers.

The surface of the boat ramp turning circle is in urgent need of attention! The water end of the launching ramp has experienced blow out effects and drops off suddenly.

The impact of turning boat trailers as well as heavy vehicles used by council and its contractors during the course of park maintenance (mowing etc.) and rubbish removal over the years has resulted in the area being a "dust bowl" in dry conditions and a "swamp" when it rains.

Thistleton Reserve, which is adjacent to the boat ramp, is attracting increased numbers of visitors and locals since council incorporated a "beach"/ kayak launching area into the waterfront. This was a great initiative but the unintended consequences of additional traffic movements particularly at peak times have not been addressed.

An inspection revealed sections of the car park present many dips and hollows and an exposed concrete footpath poses a risk of trips and falls to the public and significant risk exposure for council.

The comfortable enjoyment of the lake and its foreshore by tourists, boaties and rate payers is vital to the Burrill Lake image and lifestyle. The Maria Avenue boat ramp precinct is long overdue for repairs and residents consider this matter warrants immediate attention.

CL16.113



**Note by the General Manager**

Sealing and upgrading of the boat manoeuvring area is eligible for grant funding from the NSW “Better Boating Now Program”.

It is recommended that a funding application for this project be submitted in the next funding round due to be advertised by Transport NSW in 2017

In the interim, minor maintenance will continue to manage risk and usability pending availability of grant capital funding.

## CL16.114 Notice of Motion - Milton Avenue of Honour

HPERM Ref: D16/388649

Submitted by: Cllr Mark Kitchener

### Purpose / Summary

The following Notice of Motion, of which due notice has been given, is submitted for Council's consideration.

### Recommendation

That Council work with the developers of Corks Lane Milton subdivision Adhleigh Developments to reinstall the 'Milton Avenue of Honour' by planting trees that will serve as a living monument to those young men of Milton who gave their lives in WW1.

### Background

During 1920 a memorial avenue of trees had been planned by Mayoress Mrs. Adam Warden and committee members. It was intended to plant at least one tree in memory of each fallen soldier and to attach a brass plate inscribed with the name of the soldier to whom the tree was dedicated. The cost of the tree planting and tree guard was estimated at about 15 shillings. During 1928 seventy six trees were planted from Thomas Street War Memorial Milton to Stoney Hill along the Princes Highway.

There have been 530 dedicated 'Avenues of Honour' around the country that are currently in different stages of disrepair. Of the original seventy six trees planted in Milton, five Camphor Laurels remain. The rest have been systematically removed due to electrical wire installation, housing development, road widening and the like.

The suggested area for planting this rededication of trees is on the Cork's Lane subdivision link road to the Princes Highway just north of Mick Ryan Park where the remaining trees still grow.

It is proposed to plant an unspecified number of Illawarra Flame trees as they are very hardy natives, require no maintenance, use little water, are semi deciduous, respond to pruning if needed, grow in a conical shape and can fit into a verge as the trunk takes up as little room as a telegraph pole.

If this recommendation is supported it will honour the men who didn't return and acknowledge the effort of the families who created this avenue in the first place. It will provide an annual display of brilliant red trees that will soften the Corks Lane subdivision and prevent it from taking on the appearance of the Shellharbour hills. It will reward motorists entering Milton from the north with a vista of trees, distant hills and the surrounding escarpment and provide a stately entrance to the subdivision and Milton proper.

The Rotary and the Lions clubs of Milton/Ulladulla support the initiative and are prepared to offer some financial support towards the rededication of the Avenue of Honour.

### Note from General Manager:

No costings for this work have been estimated and the source of funds for this project are not identified. Council already has a deficit budget for the current year so it should always consider the financial implications of any new initiative before making a final decision.

CL16.114

Council should also consult with the local Community Consultative Body before finalising any particular location.

CL16.114

## CL16.115 Notice of Motion - Optus Tower Milton

HPERM Ref: D16/388671

Submitted by: Cllr Mark Kitchener

### Purpose / Summary

The following Notice of Motion, of which due notice has been given, is submitted for Council's consideration.

### Recommendation

That Council:

1. Contact Ann Sudmalis Federal Member for Gilmore to represent residents of Milton in their plight to stop Optus from constructing a telecommunications tower proposed to be installed on Wilford's Lane at Milton.
2. Forward to Ms. Sudmalis a copy of the community petition.

CL16.115

## CL16.116 Notice of Motion - Huskisson Wharf - Dolphin Wild & Dolphin Watch

HPERM Ref: D16/389951

Submitted by: Cllr Joanna Gash

### Purpose / Summary

The following Notice of Motion, of which due notice has been given, is submitted for Council's consideration.

### Recommendation

That the General Manager please update council as to, the discussions that have taken place in regards to, the encroachment of both the Dolphin Wild and Dolphin Watch at the Huskisson Wharf.

### Background

It was moved at a Council meeting on 25 October 2016 (MIN16.833):

*"That in relation to the matter SA16.9 - Huskisson Public Wharves - Commercial Berthing Encroachment the Wharf and slipway, that the General Manager explore the opportunities and alternatives for boat mooring with surrounding land owners and report back to Council."*

### Note by the General Manager

A separate report is submitted to this meeting on the discussions held with the upstream owner adjoining Dolphin Wild operations. A further report may be necessary to address the matters relating to Dolphin Watch if it is revealed that encroachments are also occurring with their moorings.

CL16.116

## CL16.117 Notice of Motion - Climate Change

HPERM Ref: D16/390716

Submitted by: Cllr Kaye Gartner

### Purpose / Summary

The following Notice of Motion, of which due notice has been given, is submitted for Council's consideration.

### Recommendation

That Council invite Mr Robert Hayward, a local scientist and resident, to present "Climate Change – A Concerned Citizens Understanding" at a councillor briefing before end of March, 2017.

### Background

On December 8th, the Shoalhaven News ran the headline 'Climate Change Brings More Severe Bush Fires'.

On the same day, councillors received an email from community members on the NRFM calling for transparency around decision making in the face of sea level rises and referencing 9 documents on climate change and sea level rises.

On Familiarisation Tours we see repeated examples of damage done in severe storms.

Dr Michael J Brown, Assoc Professor, Monash University, writing in 'The Conversation' on 12/12/16 reminds us: the accumulation of data, from satellites and weather stations, shows the globe warming over decades... and "there's no evidence to show an end to long term global warming".

In 2017, the Climate Change Committee will be reactivated. The community is expecting its elected decision makers to be across the current science and familiar with the due diligence required when making economic and infrastructure decisions in our coastal and forest rich communities.

Mr Robert Hayward has already addressed a number of forums in our community. It would be a shame if decision makers like us were the last to have the benefit of his scholarship and insight. His synopsis is below.

#### *Climate Change – A Concerned Citizens Understanding.*

In response to the conflicting perspectives on the scope and urgency for action on climate change, Bob Hayward has undertaken his own enquiry which forms the core of this presentation. Bob will address the basics of the science and the consequences, in a global context, before examining the Australian experience and response from a timeframe, risk and opportunity perspective.

Bob is a civil engineer who has worked internationally and is currently advising the City of Sydney in regards to the Green Square urban development and Sydney Business Park on the development of the largest employment/economic zone in the North-West Growth Centre of Sydney. This follows a career primarily engaged in the water and waste water sectors with an extensive history of work for Sydney Water.

The talk has been presented to 5 public forums in the Shoalhaven, the Berry and Bomaderry Rotary Clubs, U3A Shoalhaven and U3A Southern Highlands. Bob is not a member of any political party and as the title of the presentation suggests, has approached the issue as an independent citizen.

The presentation is kept current including reference to the 2016 State of the Climate report.

## CL16.118 Notice of Motion - International Cities & Town Centres Conference - Report & Recommendations

**HPERM Ref:** D16/390798

**Submitted by:** Cllr Kaye Gartner

### Purpose / Summary

The following Notice of Motion, of which due notice has been given, is submitted for Council's consideration.

### Recommendation

That Council

1. Receive the information.
2. Note the successful, low key, riverfront activation in Launceston.
3. Give consideration to including a study on what makes 'character' in the Shoalhaven LGA when reviewing the CSP in our rapidly changing area.
4. Develop a Digital Economy Strategy to maximise economic and employment advantages from the NBN rollout, local university and TAFE and to diversify SCC economy.
5. Expand its understanding of the value of vegetation, especially mature trees, and consider these expanded values in all development proposals.
6. Thank staff member Michael Park for his contribution and the excellent conference paper he delivered.
7. Nominate to host the IT&TC Conference before 2021.

### Background

Cllr Gartner attended the conference in Launceston in November. Her report and recommendations are below.

#### ***Report International Cities and Town Centres Conference***

Launceston Nov 2016

This conference was a remarkable introduction to the world of town planning. The speakers were top notch practitioners, academics, councillors and community activists. All of whose work focussed on facing the challenges of creating and maintaining people friendly town centres with agile economies in the 21st century.

There were also tours around Launceston which allowed us to see how the old Port City has been rejuvenated, how the riverfront has been transformed from a languished industrial zone to a charming open space with shared pathway.

I walked this pathway each morning from our riverfront hotel into the CBD. It was a delightful way to exercise each day, especially as I came across a pair of breeding black swans with 2 cygnets in tow feeding in the reeds along the bank of the river. It's a low key activation of the riverfront which has created a lot of open space and stimulated investment in a new riverfront

CL16.118



precinct. Something for councillors to think about when our own riverfront planning comes to us for a decision.

The issue highlighted below were particularly pertinent to the Shoalhaven City Council:

1. Identifying Character: Curtin University conducted research in a seaside community to identify what made “local character”. The study developed a community consultation process that concluded:

- Character is more than heritage
- Character changes and people change
- The beach was central to a place’s character
- The built form is felt strongest where growth/change is the greatest
- Character has 4 aspects – some change, some remain the same.

The 4 aspects of a community’s character are:

- what people see - natural environment
- what people see – built environment
- what people do – at the beach/ how they are using public places
- what people feel in these places – kids are joyful, families gather, elderly relax, etc

When these aspects of character are considered and cared for, people can more easily accept change. Perhaps such a study on what makes character could be considered when our Masterplans are developed in our rapidly changing area.

2. Driving local economies

- a. Armidale, the NBN and a Digital Economy Strategy

Margaret O’Connor, former councillor Armadale Dumaresq Council outlined the shift in Armidale once the community moved to embrace and engage with the digital economy.

Pre NBN rollout, she described ‘ a once solid and prosperous community was perched on an economic and social precipice’

Neither council’s Community Strategic Plan nor the Economic Development and Tourism Strategy background report paid attention to the impact of technological change.

In November 2011: council commissioned a Digital Economy Strategy to leverage economic advantages to the LGA from the emerging digital economy.

This gave rise to a broad based taskforce: Digital Economy Implementation Group

Margaret reported that Armidale now have Fibre to door NBN; have annual Techfest; organic growth in Armidale’s digital sector with new, award winning businesses; social enterprises; the 2015 Smart 21 award for intelligent communities; increasing number of startups; increased funding to UNE for Incubation Hub; international delegations. The Armidale economy is enjoying a healthy growth trend.

3. Trees, Urban Tree canopy and unexpected values of vegetation and trees.

Peter Ciemitis (Senior associate, Roberstday, Convenor PIA urban design forum, WA) and Vince Cusumano, senior co-ordinator Park Policy Trees and Natural Area, Blacktown Council, separately addressed the value of vegetation and trees.

Their research and projects demonstrated that vegetation and trees:

- Have a positive effect on land values
- Enhance walkability and therefore public health
- Contribute to traffic management by moderating vehicle speeds
- Significantly extend the life of asphalt roads
- Reduce ambient heatwave temperatures – the heat island effect - by up to 13.5 degrees. The difference between 40 degrees and 26.5 degrees on a hot summer day.

In Blacktown, Green Screens, introduced to manage graffiti, increased the amenity of neighbourhoods, provided shade and temperature reductions, increased habitats and biodiversity. It further inspired private installations of screens and a Vegetated Road Verge Policy that allows residents to vegetate and so screen their roadside boundaries.

#### 4. Michael Park: The Nowra CBD

Excellent presentation stood up against big budget international and national presenters. His work highlighted what SCC has achieved with a relatively small budget and determined staff engaging a once reluctant community.

Importantly, this presentation was the only one I saw at the conference to feature First Nations people: as important producers of, and audience for, local art and as engaged users of the CBD.

Michael is to be congratulated on his work and his team's achievements in the revitalisation of Nowra CBD. The previous council and Mayor are to be congratulated for supporting this approach to activation in Nowra CBD.

#### Recommendations:

1. That council receive the information.
2. That Council note the successful, low key, riverfront activation in Launceston.
3. That council give consideration to including a study on what makes 'character' in the Shoalhaven LGA when reviewing the CSP in our rapidly changing area.
4. That Council develop a Digital Economy Strategy to maximise economic and employment advantages from the NBN rollout, local university and TAFE and to diversify SCC economy.
5. That Council expand its understanding of the value of vegetation, especially mature trees, and consider these expanded values in all development proposals.
6. That council thank staff member Michael Park for his contribution and the excellent conference paper he delivered.
7. That council nominate to host the IT&TC Conference before 2021.

## CL16.119 Report of the Development Committee - 6 December 2016

HPERM Ref: D16/385186

Attachments: 1. DE16.14 - Attachment 2 [↓](#)

### DE16.14 Huskisson Town Centre - Service Lanes Review - Funding and Costing Options

HPERM Ref:  
D16/324563

#### Recommendation

That Council:

1. Prepare an amendment to the Shoalhaven Contributions Plan 2010 to:
  - a. Amend the acquisition area of Currumbene Street service lane Section 94 project (03ROAD0057) to reflect Council's resolved position to not acquire No. 12 Currumbene Street for a proposed vehicle link (as per the map included in Attachment 2).
  - b. Include the previously exhibited draft Morton Street service lane Section 94 project (03ROAD0058) as per the map included in Attachment 2 with minor amendments determined by infrastructure requirements and design and the exclusion of the proposed laneway from Lot 12 DP 7169, No. 11 Currumbene Street.
  - c. Obtain updated acquisition and construction costs for both projects and include these in the draft Shoalhaven Contributions Plan 2010 amendment.
2. Receive a further report to consider the actual draft amendments to Shoalhaven Contributions Plan 2010.
3. Consider the following changes to Chapter N18 of the Shoalhaven Development Control Plan 2014 through a future review of this chapter to:
  - a. Remove the proposed service vehicle link between the Currumbene Street service lane and Currumbene Street (through Lot 2 DP 662583, No. 12 Currumbene Street) and include provisions relating to service vehicle access on individual properties.
  - b. Update the service lane provisions in accordance with updated infrastructure requirements and design.
4. Commit to funding the upfront costs for the construction of the Morton Street and Currumbene Street service lanes in accordance with the following principles:
  - a. Fund the initial expenditure of the works using loan funds or through general revenue allocations in the future Capital Works Program of up to \$3.24 million and request a further report should it require more than this amount.
  - b. Recoup part of the expended funds through Section 94 contributions levied by Shoalhaven Contributions Plan 2010 for future development.
  - c. Include the design and construction of the Currumbene Street and Morton Street service lanes in Council's capital works planning.
5. Notify the affected landowners of Council's resolution.

CL16.119

**03ROAD0057 - Morton Street Service Lane – Draft Contribution Project Map**



**03ROAD0057 – Currumbene Street Service Lane Contribution Project – draft Amendment Map**



## CL16.120 Report of the Strategy & Assets Committee - 13 December 2016

HPERM Ref: D16/393780

### SA16.56 Notice of Motion - Greenwell Point Mens Shed

HPERM Ref:  
D16/373621

#### Recommendation

That Council reduce the Greenwell Point Mens Shed rent for land from \$464.00 PA to \$1 PA for the remainder of their five year licence and that the \$463 be provided from the Unallocated Donations Budget.

### SA16.60 Mollymook All Access Playground - Mollymook Beach Reserve

HPERM Ref:  
D16/374203

#### Recommendation

That Council

1. Proceed to tender for the completion of all stages of the All Ages All Inclusive Play Space at Mollymook Beach Reserve in accordance with the endorsed Council Master Plan; and
2. Provide additional funding up to \$850,000 from Council's Strategic Reserve Funds to Job Number 82583.

### SA16.61 Recreational Fishing Trust Funding - Bawley Point Headland - Gantry

HPERM Ref:  
D16/345245

#### Recommendation

That Council:

1. Accepts the grant offer of \$60,000 from the NSW Recreational Fishing Trust for improvement to fishing access facilities at Bawley Point Headland
2. Write to the Honourable Shelley Hancock MP, Member for South Coast and the Minister for Primary Industry and thank the State Government for funding this important community project.
3. Write a letter of appreciation to Terry Snow for his support and staff contribution to the gantry project and assistance to Council and the community.

### SA16.64 Tender - Road upgrade Naval College Road, Worroving Heights between Pine Forest Road & Seagrass Avenue - Federal Blackspot Funded

HPERM Ref:  
D16/349837

#### Recommendation

That Council consider a separate confidential report in accordance with Section 10A(2)(d)(i) of the Local Government Act 1993.

CL16.120

**SA16.65 Council Policy Review - Property and Bereavement Services**

**HPERM Ref:  
D16/345109**

**Recommendation**

That Council:

1. Recategorise the following policies and list these as a corporate procedure and guideline with minor changes:
  - a. Funerary and Monument/Masonry Services Policy;
  - b. Dog Control – Holiday Haven Tourist Parks;
  - c. Dealing with Requests for the Closure, Sale or Transfer of Council and Crown Roads; and
  - d. Due Diligence for Land Transactions;
2. Reaffirm the following policies with minor changes:
  - a. occupation of Council Owned or Managed Land;
  - b. Cemeteries Crematorium and Memorial Gardens Policy; and
  - c. Development and/or Disposal of Council Land
3. That consideration of the Management of Mobile Food Vending Vehicles on Council Owned or Managed Land – Local Approvals Policy be deferred for a briefing of Councillors;

**SA16.67 Compulsory Acquisition Crown Land - Lots 1, 2 & 3 DP 879670 Dowling Street, Ulladulla - existing road access**

**HPERM Ref:  
D16/357287**

**Recommendation**

Council resolve to pay compensation in the amount of \$52,500 to the Department of Primary Industries – Crown Lands for the compulsory acquisition of Lots 1, 2 & 3 DP879670 Dowling Street Ulladulla and that the funds be voted from the Property Reserve for this purpose.

**SA16.68 Acquisition of Drainage Easement - Woollamia - Pt Lot 1 DP1027849 17 James Farmer Grove, Woollamia - Easement for Bund**

**HPERM Ref:  
D16/372970**

**Recommendation**

That Council:

1. Resolve to acquire a 14 metre wide Easement for Drainage over part of Lot 1 DP1027849 known as 17 James Farmer Grove, Woollamia, as shown in Attachment 1;
2. Pay compensation of \$35,800 plus GST (if applicable) and reasonable legal costs associated with the acquisition, in accordance with the Land Acquisition (Just Terms Compensation) Act 1991, from job number 74901.39954 (If necessary, the compensation be adjusted in accordance with the area determined by final survey); and
3. The Common Seal of the Council of the City of Shoalhaven be affixed to any documents required to be sealed, otherwise the General Manager is authorised to sign any documentation necessary to give effect to the resolution.

CL16.120

**SA16.69 Lease to Council from C & R Property Investments Pty Ltd - Units 1 & 2, 2 McIntyre Way, Bomaderry**

**HPERM Ref:  
D16/367005**

**Recommendation**

That Council resolves to:

1. Enter into a lease agreement for Units 1 & 2, at 2 McIntyre Way, Bomaderry with C & R Property Pty Ltd, for the continued use and occupation by Council's Northern Maintenance Section, for a term of two (2) years with three (3) options of 12 months each with an initial annual rent of \$42,342.91 (GST inclusive) with annual CPI increases.
2. Authorise the General Manager to sign all documentation required to give effect to this resolution and to affix the Seal of the Council of the City of Shoalhaven to all documentation required to be sealed.

**SA16.70 Proposed Lease - Berry Community Preschool Incorporated - 24 Albert Street, Berry**

**HPERM Ref:  
D16/365968**

**Recommendation**

That Council:

1. Enter into a 5 year lease agreement with a 5 year option period with Berry Community Preschool Incorporated for the continued use and occupation of 24 Albert Street, Berry for the purpose of a community preschool with an initial annual rent of \$3,636.36 plus GST with annual CPI increases;
2. Approve the allocation of rent received under the lease agreement into the Property Reserve restricted account
3. Authorise the General Manager to sign all documentation required to give effect to this resolution and to affix the Common Seal of the Council of the City of Shoalhaven to all documentation required to be sealed.

**SA16.71 Road Widening - Mundamia - Public Road Dedication**

**HPERM Ref:  
D16/369132**

**Recommendation**

That:

1. Council resolves to dedicate Lot 2 DP1226624 (formerly part Lot 1 DP1021332) as Public Road pursuant to Section 10 of the Roads Act 1993;
2. The Mayor and General Manager be authorised to execute all documents necessary to give effect to this resolution and to affix the Seal of the Council of the City of Shoalhaven to any documents requiring to be sealed.

**SA16.72 Reclassification of Land - 59 Owen St Huskisson**

**HPERM Ref:  
D16/374913**

**Recommendation**

That Council:

- 1 Approve the reclassification of land described as Lot 2 DP 571682, known as 59 Owen St Huskisson from Operational Land to Community Land

CL16.120



2. Consider allocation of funds in the 2017/18 budget for the preparation of a Plan of Management over 59 Owen Street Huskisson.

**SA16.73 Classification of Operational Land - Spinnaker St  
Vincentia - SPS****HPERM Ref:  
D16/381932****Recommendation**

That Council approve the classification of the land described as Lot 737 DP1204850 known as Spinnaker St Vincentia as Operational land.

**SA16.74 Sea level rise projections and policy framework****HPERM Ref:  
D16/324334****Recommendation**

Readopt the sea level rise policy without changes.

**SA16.78 Connection to Kangaroo Valley Sewerage Scheme -  
Three Lot Subdivision****HPERM Ref:  
D16/367198****Recommendation**

That Council approve the connection of the two additional lots (under SF10521) to the Kangaroo Valley Sewerage Scheme subject to development consent being granted.

## **CL16.121 Report of the Business & Employment Development Committee - 30 November 2016**

**HPERM Ref:** D16/390786

**BE16.7 BioMarine 2016**

**HPERM Ref:**  
**D16/361871**

### **Recommendation**

That

1. The report of the Economic Development Manager on the attendance by representatives of Blue BioTech Shoalhaven to BioMarine 2016 in Oslo be accepted.
2. Council congratulate Blue BioTech Shoalhaven on the initiative being shown to develop a new innovative industry sector based on aquatic biotechnology here in the Shoalhaven.
3. The Economic Development Office submit an application to host a future BioMarine conference in Shoalhaven, if considered feasible to achieve a break even result.
4. Council adopt a “Small Business Lens” on the development of future policies and the renewal of existing policies as they fall due.

CL16.121

## CL16.122 Report of the Council Bushcare Representatives Group - 9 December 2016

HPERM Ref: D16/393574

### BR16.1 Options to address natural resources impacts on Captain St reserve, Vincentia

HPERM Ref:  
D16/359276

#### Recommendation

That

1. The Bushcare Representative Group receive the report for information.
2. Council Officers further investigate the implementation and effect of the closure of the road for Options 1 & 2 as detailed in the report and to meet with the people who objected to the closure of the road and consult with the community.

### BR16.2 Council Owned Land/Property Review

HPERM Ref:  
D16/359278

#### Recommendation

That

1. The Bushcare Representative Group receive the report on Council's Property Strategy for information
2. The conservation values of land be considered as part of Council owned land and property reviews prior to the document being placed on public exhibition.
3. These values include: The natural, aboriginal cultural values, wildlife corridors and erosion elements such as stabilising the dunes and cliffs be included in the strategic document prior to it being placed on public exhibition.

### BR16.3 Discussion Paper - Bushcare Action Plans - Consultation, Feedback from Submissions & Aboriginal Cultural Heritage

HPERM Ref:  
D16/360378

#### Recommendation

That the Bushcare Representative Group recommend that Council implement the following actions:

1. Hold a workshop in early 2017 and that the Council Bushcare Group be consulted in regards to the date. The Workshop is to obtain feedback from the Committee on the methods on how to consult with the community how to evaluate submissions as well as review and consider the potential implications and costs of updating the Shoalhaven Bushcare/Parkcare Policy and Procedures section six (6) in order to be consistent with Councils Community Engagement Strategy.
2. Council officers and Committee members continue to use quantitative assessment methods to assess submissions on Bushcare Group Action Plans.
3. Council officers and committee members work with Executive Strategy & Communications Section to develop a set of qualitative methods to assess submissions on Bushcare Group Action Plans.

CL16.122

4. Alastair Stratton arrange a meeting with Margaret Simoes to establish contact with the Aboriginal Land Councils with the aim of going to Aboriginal Land Council to ask them the best ways to consult with them.
5. Council officers develop a set of questions to include in the Bushcare Group Action Plan review template to prompt Bushcare Groups for the presence or absence of Aboriginal Cultural Heritage sites on their Bushcare Group site.
6. Council officers undertake a preliminary desktop assessment which will inform investigations into the costs of engaging a suitably qualified consultant to undertake due diligence investigation of public land where Bushcare Groups currently work, that potentially have Aboriginal Cultural Heritage sites that require due diligence code to be followed and to identify site by site recommendations for the future management of the Aboriginal cultural heritage on these sites. The investigation to proceed where the cost of this investigation can be absorbed within the existing budget.
7. Council develop a set of guidelines to assist Bushcare Groups in the identification and management of Aboriginal cultural heritage and include these as part of an Aboriginal cultural heritage identification training for Bushcare Group Coordinators.
8. Council communicate with the Bushcare Group Coordinators and invite individuals with skills in communicating with indigenous communities to participate in the Workshop.

## CL16.123 Report of the Shoalhaven Heads Estuary Taskforce - 12 December 2016

HPERM Ref: D16/392421

### SH16.1 Status update on the recommendations of the Taskforce

HPERM Ref:  
D16/359037

#### Recommendation

That:

1. The Chair of the Committee writes to the Federal and State Local Members asking them whether or not they support the Committee to source funding of a scale that would enable the Committee to meet its objectives (below) to create a marine environment through permanent or semi-permanent opening of the entrance at Shoalhaven Heads and report back to the Committee
  - a. Address the current build up of sedimentation and sand levels within the estuary.
  - b. Investigate the viability of options to create greater flow and movement of water within the estuary, including a Permanent Opening.
  - c. Update and review the Shoalhaven River Entrance Management Plan to include provisions that restore, maintain and sustain the health of the Shoalhaven Heads estuary; not just for the purpose of Flood Mitigation.
  - d. Ensure the objectives and actions for sustaining the Shoalhaven River within the Shoalhaven River Estuary Management Plan are effective.
  - e. Challenge the Healthy River Commission assertion in the Shoalhaven Estuary Management Plan (Clause: 4.3.1.2) as unacceptable to the community of Shoalhaven Heads.
  - f. Formulate a time lined programme of actions to achieve the above requests.
2. The Committee further consider staff representation from Tourism and Economic Development at future meetings, and further consider representation from Shoalhaven Chamber of Commerce.
3. Council in consultation with the Shoalhaven Heads Forum organise a public meeting at Shoalhaven Heads in March or April 2017 where Dr Will Glamore will present the findings of the Water Research Laboratory studies and Rafael Carvalho will present findings of his PhD research on the Shoalhaven River sediment compartment.
4. The Shoalhaven Heads Estuary Taskforce endorse the content of the brochure attached to this report for public distribution.
5. In light of the review of the upcoming management plan, the progress be reported to the Committee for consultation.

CL16.123

## CL16.124 Report of the Shoalhaven Sports Board - 14 December 2016

HPERM Ref: D16/394279

### SB16.1 Voluntary User Contribution Scheme - Round 2 Funding 2016/2017

HPERM Ref:  
D16/361809

#### Recommendation

That Council support the Voluntary User Contributions Scheme – Round 2 Funding – 2016/2017, to be approved for:

1. Milton Ulladulla Croquet Club – Defer any consideration of funding until such time as Council has made a decision to support the expansion of the croquet facilities on the Showground site.
2. Culburra Soccer Club – Subsoil drainage, Soccer ground Crookhaven Oval (\$18,000)
3. Project funds to be allocated from VUCS budget with a total of \$68,060.50
4. Milton Ulladulla RLFC – Partial sub surface drainage of field and warm up area renovation (\$8486).
5. Remaining funds be carried over to the next round in 2017/2018.

### SB16.2 Shoalhaven Sports Board - Induction / Sporting Projects Status Update

HPERM Ref:  
D16/367011

#### Recommendation

That

1. Council appoint the following Shoalhaven Sports Board community member positions for a period of four (4) years (expiring December 2020)
  - a. Tony Hardman
  - b. Elizabeth Tooley
  - c. Lisa Kennedy
  - d. Phil Newlyn
2. Council approve the Chairperson elected by the Shoalhaven Sport Board, being David Goodman for an appointment term limited to two (2) years.
3. Council reaffirm the Shoalhaven Sports Board Terms of Reference (POL16/108).
4. Council endorse the following expiry time frames of December 2018 for existing community members on the Sports Board:
  - a. Andrew Johnstone
  - b. Syd Weller
  - c. Roger Walker
  - d. Elaine Caswell
  - e. David Goodman

CL16.124

5. Council endorse the following portfolio appointments for its community members being:
  - a. Sporting governance - Lisa Kennedy (TBC)
  - b. Communication and Marketing – Phil Newlyn and Elizabeth Tooley
  - c. Grass Roots Club Development – Elaine Caswell
  - d. Grants and Funding – Roger Walker
  - e. Sports Tourism, Programs and Events – Andrew Johnson and David Goodman
  - f. Facility Development – Cllr White and Tony Hardman
  - g. Talent Programs – David Goodman and Elaine Caswell
6. The entry road to Ulladulla Sports Park from the end of Camden Street (i.e. the entrance to the old Ulladulla Sewerage Treatment site) to the commencement of the Car Park be named Turley Blundell Drive.
7. Council erect a sign 'Turley Blundell Drive' at the entry road to Ulladulla Sports Park.
8. Council staff continue to negotiate with individual sporting clubs at Ulladulla Sports Park regarding the naming of ovals and facilities.
9. The report of the General Manager (Corporate & Community Services) concerning the status of various sporting projects detailed in this report be received for information
10. The next meeting of the Shoalhaven Sports Board to be scheduled in March 2017. All meetings to be scheduled on Wednesdays at 5pm with one meeting to be scheduled in southern Shoalhaven.
11. Staff to report back to the Board regarding the budget implications and requirements for an annual familiarisation tour.
12. That hats and polo tops with embroidered Sports Board logo be provided to members and will be purchased with funding to be sourced from within existing budgets.

## CL16.125 Report of the Shoalhaven Traffic Committee - 13 December 2016

HPERM Ref: D16/392230

- Attachments:**
1. TC16.23 - TRAF 2016/85 (under separate cover) [⇨](#)
  2. TC16.24 - TRAF 2016/96 (under separate cover) [⇨](#)
  3. TC16.25 - TRAF 2016/97 (under separate cover) [⇨](#)
  4. TC16.26 - TRAF 2016/86 (under separate cover) [⇨](#)
  5. TC16.27 - TRAF 2016/87 (under separate cover) [⇨](#)
  6. TC16.28 - TRAF 2016/88 (under separate cover) [⇨](#)
  7. TC16.29 - TRAF 2016/89 (under separate cover) [⇨](#)
  8. TC16.30 - TRAF 2016/90 (under separate cover) [⇨](#)
  9. TC16.31 - TRAF 2016/91 (under separate cover) [⇨](#)
  10. TC16.32 - TRAF 2016/92 (under separate cover) [⇨](#)
  11. TC16.33 - TRAF 2016/93 (under separate cover) [⇨](#)
  12. TC16.34 - TRAF 2016/94 (under separate cover) [⇨](#)
  13. TC16.35 - TRAF 2016/95 (under separate cover) [⇨](#)
  14. TC16.36 - TRAF 2016/98 (under separate cover) [⇨](#)
  15. TC16.37 - TRAF 2016/99 (under separate cover) [⇨](#)

*The Shoalhaven Traffic Committee is a technical review committee not a committee of Council under the Local Government Act, 1993.*

*The Roads and Maritime Services has delegated certain powers to Council under the Transport Administration Act 1988 (Section 50). A condition of this delegation is that Council must take into account the Traffic Committee recommendations.*

### **IMPORTANT NOTE:**

*Council cannot amend a Traffic Committee recommendation. The Council can only:*

1. *Adopt the Traffic Committee recommendation;*
2. *Not Adopt the Traffic Committee recommendation; or*
3. *Request the Traffic Committee reconsider the issue.*

*Other issues can be raised Additional Business at the Ordinary Meeting.*

*The full guide to the delegation to Council's for the regulation of traffic can be viewed at:*  
[RMS Website](#)

**TC16.23 Proposed No Stopping Zone (PN3217) - Bayview Avenue, Hyams Beach**

**HPERM Ref:  
D16/383460**

### **Recommendation**

That General Manager (Director Assets and Works) be requested to arrange for the installation of a 140m time restricted No Stopping zone '10am-5pm October to April Inclusive' on the southern side of Bayview Avenue, Hyams Beach as detailed in the attached plan TRAF 2016/85.

CL16.125



**TC16.24 Proposed Double Barrier Line Marking (PN 3349) -  
Cyrus Street, Hyams Beach****HPERM Ref:  
D16/383556****Recommendation**

That General Manager (Director Assets and Works) be requested to arrange for the installation of 35m double barrier centre line marking and edge line marking around the corner of Cyrus Street and Aster Street, Hyams Beach, adjacent to the Chinamans Beach access to assist in maintaining 3m wide travel lanes, as detailed in the attached plan TRAF 2016/96.

**TC16.25 Proposed Time Restricted No Stopping Zone (PN  
3350) - Cyrus Street, Hyams Beach****HPERM Ref:  
D16/383595****Recommendation**

That General Manager (Director Assets and Works) be requested to arrange for the installation of a 55m No Stopping time restricted zone '10am-5pm October to April inclusive' at the southern end of Cyrus Street, Hyams Beach adjacent to the pedestrian access to Seamans Beach, as detailed in the attached plan TRAF 2016/97.

**TC16.26 Proposed Regulatory Signage and Line Marking  
Plans (PN 3259) - Bayswood Estate, Vincentia****HPERM Ref:  
D16/383677****Recommendation**

That the General Manager (Director Assets and Works) be advised that the Shoalhaven Traffic Committee has no objection to the proposed regulatory signage and line marking at the intersection of Seagrass Avenue and Trawler Street, Vincentia as detailed in the attached plan TRAF 2016/86.

**TC16.27 Proposed Stewart Place Bus Interchange Upgrade  
(PN 3287) - Stewart Place, Nowra****HPERM Ref:  
D16/383716****Recommendation**

That General Manager (Director Assets and Works) be advised that the Shoalhaven Traffic Committee has no objection to the proposed signage and line marking at the Stewart Place Bus Interchange, Nowra as detailed in the attached plan TRAF 2016/87.

**TC16.28 Proposed No Stopping Zone (PN 3326) - Red Point  
Road, Bendalong****HPERM Ref:  
D16/383734****Recommendation**

That General Manager (Director Assets and Works) be requested to arrange for the installation of a No Stopping zone for a distance of approx. 320m on the southern side of Red Point Road, Bendalong as detailed in the attached plan TRAF 2016/88.

CL16.125

**TC16.29 Proposed Disabled Parking Restriction Amendment (PN 3335) - Dolphin Court Car Park, Boree St, Ulladulla**

**HPERM Ref:  
D16/383778**

**Recommendation**

That General Manager (Director Assets and Works) be advised that the Shoalhaven Traffic Committee has no objection to the proposed 1 hour (1P) disabled parking space restrictions within the Coles Car Park (Dolphin Court), Boree Street, Ulladulla as detailed in the attached plan TRAF 2016/89.

**TC16.30 Proposed Roundabout (PN 3340) - Intersection Deering St and Jubilee Ave, Ulladulla**

**HPERM Ref:  
D16/383804**

**Recommendation**

That General Manager (Director Assets and Works) be advised that the Shoalhaven Traffic Committee has no objection to the proposed signage and line marking at the proposed roundabout at the intersection of Deering Street and Jubilee Avenue, Ulladulla, as detailed in the attached plan TRAF 2016/90.

**TC16.31 Proposed Raised Pedestrian Crossing (PN 3341) - Tallwood Ave, Mollymook Beach**

**HPERM Ref:  
D16/383819**

**Recommendation**

That General Manager (Director Assets and Works) be advised that the Shoalhaven Traffic Committee has no objection to the proposed signage and line marking at the proposed pedestrian crossing on Tallwood Avenue, Mollymook Beach, as detailed in the attached plan TRAF 2016/91.

**TC16.32 Proposed Shared Path and Pedestrian Refuges (PN 3342) - Mitchell Pde, Mollymook Beach**

**HPERM Ref:  
D16/383834**

**Recommendation**

That the General Manager (Director Assets and Works) be advised that the Shoalhaven Traffic Committee has no objection to the proposed signage and line marking at the proposed pedestrian refuge treatment and shared path in Mitchell Parade, Mollymook Beach north and south of Tallwood Avenue as detailed in the attached plan TRAF 2016/92.

**TC16.33 Proposed Double Barrier Line Marking (PN 3345) - Intersection Waldegrave Cres / Murray St, Vincentia**

**HPERM Ref:  
D16/383849**

**Recommendation**

That the General Manager (Director Assets and Works) be requested to arrange for the installation of the following, as detailed in the attached plan TRAF 2016/93:

1. 100m of double barrier (BB) centre line marking on Murray Street, Vincentia adjacent to its intersections with Waldegrave Crescent, providing 10m breaks at its intersections
2. 30m of double barrier (BB) centre line marking on Waldegrave Crescent at the approaches of Murray Street, Vincentia

CL16.125

**TC16.34 Proposed Line Marking Amendments - Mitchell Pde, Mollymook Beach**

**HPERM Ref:  
D16/383860**

**Recommendation**

That the General Manager (Director Assets and Works) be requested to arrange for the installation of the following, as detailed in the attached plan TRAF 2016/94:

1. Amend the current edge line marking located in front of 74 and 76 Mitchell Parade, such that it ties into the driveway access of 76 Mitchell Parade delineating a 3.5m wide travel lane from on-street parking providing two additional parking spaces
2. Remove the current edge line marking tapers adjacent to 28 & 59 Mitchell Parade providing an additional parking space
3. Install edge line marking on the eastern and western side of Mitchell Parade between 28 & 61 Mitchell Parade, delineating 3.5m wide travel lanes and 3m wide parking lanes
4. Relocate the existing No Stopping sign adjacent to property 59 Mitchell Parade 1.5m north providing one additional parking space in this location

**TC16.35 Proposed Car and Trailer Parking (PN 3347) - Nielson Lane Boat Ramp, Sussex Inlet**

**HPERM Ref:  
D16/383877**

**Recommendation**

That the General Manager (Director Assets and Works) be requested to arrange for the installation of 'car / trailer combinations only' restricted parking signage on the southern side of the Nielson Lane Boat Ramp, Sussex Inlet as detailed in the attached plan TRAF 2016/95.

**TC16.36 Proposed Pedestrian Refuge (PN 3351) - Intersection West Birriley Street & North Tarawal Street Bomaderry**

**HPERM Ref:  
D16/383902**

**Recommendation**

That the General Manager (Director Assets and Works) be advised that the Shoalhaven Traffic Committee has no objection to the proposed signage and line marking as detailed in the attached plan TRAF 2016/98.

**TC16.37 Proposed Regulatory signage & Line Marking (PN 3352) - Orion Beach Shared Path, Vincentia**

**HPERM Ref:  
D16/383926**

**Recommendation**

That the General Manager (Director Assets and Works) be advised that the Shoalhaven Traffic Committee has no objection to the proposed regulatory signage and proposed improvements for the Orion Beach Shared Path, Vincentia. As detailed in the attached plan TRAF 2016/99.

CL16.125

## **CL16.126 Bomaderry Nowra Regional Sports & Community Precinct Master Plan**

**HPERM Ref:** D16/324465

**Group:** Corporate & Community Services Group  
**Section:** Recreation Community & Culture

**Attachments:**

1. Submissions (under separate cover) [⇒](#)
2. Bomaderry/Nowra Regional Sports & Community Precinct Master Plan [↓](#)
3. Planning Study (under separate cover) [⇒](#)
4. Bomaderry Facilities Map [↓](#)
5. Cambewarra Facilities Map [↓](#)
6. North Nowra Facilities Map [↓](#)
7. Nowra Facilities Map [↓](#)
8. East Nowra / Worrige / South Nowra Facilities Map [↓](#)

### **Purpose / Summary**

To seek Council approval to finalise and adopt the draft Bomaderry Nowra Regional Sports & Community Precinct Master Plan with amendments as identified in this report and the attached submissions table (Attachment 1)

### **Recommendation**

1. That Council finalise and adopt the draft Bomaderry Nowra Regional Sports & Community Precinct Master Plan with the following amendment and minor amendments in the submissions table:
  - a. Allocate funds as outlined below to redesign the Master Plan to:
    - i. Allow for the addition of small amenities buildings at the cricket/AFL field, athletics track and rugby league field to include, equipment storage, kiosk and meeting space
    - ii. Include a new 25m pool designed to meet FINA requirements for competitions for Regional and State events
2. Council consider allocation of \$100,000 in the 2017/18 budget to undertake further studies to progress towards detailed design including traffic studies.
3. Council continue to liaise with Nowra Croquet Club on an alternate site to relocate the existing croquet facilities
4. Council consider allocation of \$20,000 in the 2017/18 budget to advance a concept design and cost estimates for a like-for-like replacement facility for Nowra Croquet.
5. Subject to recommendations 4 & 5, Council receive a further report and allocate funding in subsequent budget out years to enable the relocation of the Nowra Croquet Club to align with overall construction program.
6. Council continue to liaise with Shoalhaven Canoe & Kayak Club on aquatic facility locations for play / storage requirements.
7. Council receive a report in the first quarter of 2018 outlining more details on staging, costings and possible funding sources.
8. Council seek grant funding to develop Bomaderry Nowra Regional Sports & Community

- Precinct after detailed design has been undertaken.
9. Council continue to work with the various sport and user groups to seek possible partnership funding for relevant aspects of the precinct.
  10. Council continue to liaise with affected property owners being 109, 111, 111A and 113 Cambewarra Road, Bomaderry, and report back to council on the owners current position.
  11. Advise submitters, CCBs, community and sports groups of the resolution of this meeting.

## Options

1. Adopt the recommendations.

Implications: This will allow the finalisation of the Master Plan and allow staff to focus on delivering the recommendations.

2. Adopt the recommendations with an amendment.

Implications: This will be dependent on what changes are made. For Example if council decides to retain the Croquet Courts and extensions in the existing location and/or decides not to acquire the four private properties at a future time then a major redesign of the Masterplan will be required and will delay the adoption of the Master Plan and delivery of recommendations.

## Background

The proposal to develop the draft Bomaderry Nowra Regional Sports & Community Precinct from Artie Smith Oval, Bomaderry Sporting Complex and Bomaderry Aquatic Centre was presented to a Councillor Briefing on Thursday 11 February 2016. Further to this briefing, Council considered a confidential report on the matter at its Strategy & Assets Committee meeting on 12 April 2016 which gave authority for Council staff to consult with landowners directly impacted by the Master Plan. Consultation with these land owners occurred in early May with key feedback reported to the Strategy & Assets meeting held on 19 April 2016.

At Council's Strategy and Assets Committee meeting on 24 May 2016, it was resolved to place the Bomaderry Nowra Regional Sports & Community Precinct Master Plan on public exhibition for a period of no less than 40 days. This report identifies the findings of the public exhibition and seeks adoption of the Master Plan with relevant amendments.

The draft Bomaderry Nowra Regional Sporting & Community Precinct Master Plan and the Planning Study can be viewed as an attachment to this report at Attachment 2 and 3 respectively.

## Purpose

The purpose of the Master Plan is to guide the long term development of a Regional Sports and Community Precinct at the Artie Smith Oval, Bomaderry Sporting Complex and Bomaderry Aquatic Centre. This will deliver high quality sporting facilities together with infrastructure to support local, regional and state level sport, as well as local and regional community needs. The plan aims to use every opportunity to improve the quality of the facilities in the location, by integrating facilities and improving their utilisation and status for long term sustainability and growth of active and passive recreation and social activities, co-located to provide a destination. This facility is a multipurpose, co-located facility. This also

builds on the upcoming construction of the Shoalhaven Indoor Sports Centre at this location. These aims are consistent with the recommendations of the draft Community Infrastructure Strategic Plan.

The site is located in a populated area close to public transport (Bus/Train), a number of primary and secondary schools, retail and commercial centres and main arterial road. The site is also in close proximity to identified growth areas Moss Vale Road South and North are Urban Release Areas identified in the Shoalhaven Local Environmental Plan 2014.

In addition, work is currently being undertaken in regard to the future residential area in Moss Vale Road South, including the development of a Development Control Plan and Contributions Plan project identification. Development in this Urban Release Area is expected to commence within the next year. Moss Vale Road South will have approximately 800 dwellings equating to approximately 2,000 people.

The proposed development aims to provide for:

- A community meeting place
- Junior and senior sport
- Quality training facilities
- A venue for elite sporting events at state and regional level
- Broader community and recreational use
- Health and para health related facilities and activities
- Education and community development activities
- Commercial service provision

The supporting infrastructure includes a community pavilion providing support services that have the potential to provide aquatic, medical, physiotherapy, rehabilitation health, wellness and fitness services.

The facilities would provide for seven (7) day a week operation and establish a community meeting place including a café/bistro, child minding, meeting place and opportunities for learning and education. The venue also has the capacity to offer a range of community programs which address identified community needs such as crime, unemployment, health, literacy and numeracy and other education and personal development activities.

The plan interconnects the proposed facilities with extensive open parklands, play facilities, walking paths with outdoor fitness stations, cycleway and the opportunity for community gardens, along with car parking. In additional, the Master Plan supports co-usage / training associated with sporting fields and a 400m athletics track.

## Objectives

The key overall objectives of the master planning investigations were to determine the specific needs of sporting codes, educational institutions, community and business by way of appropriate market research and identified trends and demand.

## Recent Council Resolution

*Council at its Strategy and Assets Committee meeting on 24 May 2016 resolved that:*

- a) Council endorse public exhibition of the draft Bomaderry/Nowra Regional Sports & Community Precinct Master Plan for 40 days*
- b) Notification of the draft Bomaderry/Nowra Regional Sports & Community Precinct Master Plan be advertised in local newspapers, and placed on Council website.*
- c) Notification of the draft Bomaderry/Nowra Regional Sports & Community Precinct Master Plan be sent the Pride of Bomaderry and key stakeholders consulted in the development of the draft Master Plan.*
- d) A briefing be provided to the Shoalhaven Sports Board of the draft Bomaderry/Nowra Regional Sports & Community Precinct Master Plan.*
- e) A post exhibition report for the draft Bomaderry Nowra Regional Sports & Community Precinct Master Plan be presented to a future Strategy & Assets Committee meeting.*
- f) Council note the recent development of the Bomaderry Croquet Courts and the community use and consider providing a like facility in another location as a replacement.*

## Public Exhibition Period

The draft Bomaderry/Nowra Regional Sports & Community Precinct Master Plan was placed on public exhibition for a period of 40 days from Wednesday 8 June – Monday 1 August 2016. At the request of the community, the public exhibition period was extended until 15 August 2016, for an additional 2 weeks.

During the public exhibition period of the plan was advertised using the following methods:

- Advertised in the South Coast Register
- Advertised via Council's website
- Issue of a Media Release
- Plans displayed at Council's Administration building, Council libraries as well as Bomaderry Aquatic Centre
- Four (4) public drop in sessions were held at the Bomaderry Aquatic Centre – unstructured opportunity to talk one on one with Council staff
- Information sessions held with key stakeholders groups
- Sent letters and a copy of the Master Plan to all immediately adjoining property owners

## Public Submission Feedback

Council received fifty eight (58) submissions during the public exhibition period (Attachment 1). The submissions table outlines feedback received during the exhibition process and provides comments from Council staff. The key points raised in the submissions were as follows:

- Compulsory acquisition of the four (4) affected homes
- Removal of the 50 metre outdoor pool
- Relocation of Croquet Court to a new site
- Amenity impacts on local residence, including noise, light, traffic, parking, hours of operation
- Impacts of increased traffic volumes on local roads

- Over development of the site
- Support from other sporting codes
- Improved facilities provided to sporting clubs
- Governance structure of the facility
- Inconsistency with existing approved DA for the Indoor Sports Centres car parking and access ways

Many of the above points are not significant to amend the Master Plan. In summary, many of the submissions reference matters that would be investigated further in the detailed design stage.

### **Key Points**

Upon reviewing the above key points the following main changes are recommended to be made to the draft Master Plan prior to finalising:

### **Compulsory Acquisitions of four (4) affected homes**

Councillors have raised concerns with the compulsory acquisition of the following four (4) properties on Cambewarra Road:

- 109 Cambewarra Rd, Bomaderry
- 111 Cambewarra Rd, Bomaderry
- 111A Cambewarra Rd, Bomaderry
- 113 Cambewarra Rd, Bomaderry

As a result of these concerns, Council decided not to pursue the compulsory acquisition of the above properties; however, during the exhibition period correspondence was received from property owners indicating that they may still be interested in negotiating the sale of their property with Council. Council's Property Section have an ongoing dialogue with the four (4) property owners, however, until such time as the Master Plan is adopted negotiations cannot proceed.

If the above property owners choose not to sell their properties, this segment of the Master Plan can be reoriented and the community pavilion relocated to the west of its original location so as to retain the four (4) houses on Cambewarra Road.

### **Removal of the 50 metre outdoor swimming pool**

A number of the submissions received during the public exhibition period related to the communities concern to remove the 50 metre outdoor pool. Regardless of the outcome of the draft Bomaderry Nowra Regional Sports & Community Precinct Master Plan, the 50 metre outdoor swimming pool located at the Bomaderry Aquatic Centre has been identified as being at the end of its serviceable life, further, there are also works required to the indoor pool and overall amenity of the indoor building structure.

A number of defects exist, including the outdoor pool shell, heating units and associated mechanical service units including filtration.

The outdoor 50 metre pool heating (which was installed in 1999, has over the past five (5) years presented staff with operational difficulties and as these systems continue to age, maintenance and servicing costs will continue to increase, reaching the point that these costs are no longer sustainable and reliable operationally.



In 2014, the forecasted cost of continuing to operate both the Nowra Aquatic Centre 50 metre pool and the Bomaderry Aquatic Centre 25 metre & 50 metre pools all year round presented a net operating loss of \$1,025,181. In financial year 2016/17 the net loss for these two facilities is forecast to have increased to \$1,117,000.

The Bomaderry Aquatic Centre outdoor 50 metre pool plant room, kiosk and amenities are 39 years old and in need of a major upgrade. In 2014, the proposed rectification works were costed at \$2.12 million (total costs excluding interest payments); however, these costs would have also significantly increased since this time. Additionally, these upgrades to the facility would only allowed for a like-for-like refit. No upgrades would be undertaken to improve the overall appearance or functionality of the facility and in all likelihood the general public would see minimal physical improvements post upgrade.

This retrofit would increase the longevity of the mechanical services, however will not provide for any enhancement of amenities nor guarantee longevity of the pool shell, which is also at the end of economic life.

The indoor pool was opened in 1986 and is now 30 years old. The overall building and amenities are best described as adequate. There have been some recent improvements such as painting, tiling, and replacement of cubicle partitions, however the building is aged and tired. The indoor pool filtration system is compliant, however this is a highly used body of water in daily use for learn to swim lessons, gentle exercise programs and lane walking due to the favourable water temperature and accessibility. The demand for space to meet user needs is at capacity.

The indoor pool has six (6) non FINA compliant lanes with limited opportunity to further grow the Learn to Swim program. Overall the indoor facility is functional, however is not at the level of other the indoor facilities in the Shoalhaven (Bay and Basin Leisure Centre, Sussex Inlet Aquatic Centre and Ulladulla Leisure Centre) servicing the central and southern communities. The Bomaderry AC is aesthetically unappealing and presents as a dated facility. Future investment will be required at the Bomaderry AC irrespective of whether this project goes ahead and includes:

- Replacement of the water heating system
- Replace heating, ventilation and air conditioning (HVAC) systems
- Replacement of the filtration system

Further, based on current demand and future demographic changes there is and will continue to be an increased demand on indoor pool space to meet both casual use and program needs for learn to swim classes, gentle exercise programs and lane walking. These would be met by investment in:

- Increased lane space
- A dedicated learn to swim pool
- A dedicated hydrotherapy and rehabilitation pool with inclusive access

It has been identified that maintaining two 50m heated outdoor pools within 3km of each other is financially unsustainable. Throughout NSW local government areas there are few Councils who have invested so heavily in aquatic and leisure facilities at the same level as the Shoalhaven. Such large scale social and financial investments are rarely seen even in metropolitan areas.

Based on established planning and provision principles of one (1) local aquatic facility per 10,000 – 40,000 people and one (1) district aquatic facility per 40,000 – 70,000 people, the provision of one (1) 50 metre swimming pool is meeting the benchmarks and is capable of

servicing and meeting the needs of the northern Shoalhaven community now and well into the future.

At its Ordinary Meeting held on 28 October 2014, Council considered a Financial Sustainability Report, following a Councillor Briefing on the Fit for the Future Report from the Office of Local Government. This report highlighted to Council their current financial position, upcoming future demands and the positive financial implications of asset rationalisation. As a result of the above, Social Infrastructure and Planning engaged Ross Planning to assist with the preparation of a Community Infrastructure Strategic Plan, the CISP identifies rationalisation of some facilities/parks/sportsgrounds to achieve Fit for the Future outcomes.

During the public exhibition period, Council staff met with the members of the Bomaderry Swim Club Inc. and Canoe and Kayak Club in order to brief these stakeholders in relation to the draft Master Plan. Whilst Bomaderry Swim Club Inc. are concerned about the prospect of losing the 50 metre outdoor pool, their concerns largely relate to:

- Programming of swimming club/squad training, swimming club and school swimming carnivals
- The sharing of the Nowra Aquatic Centre facilities
- The ability for the Bomaderry Swimming Club to remain competitive in the absence of a 50 metre pool

A number of metropolitan swimming clubs currently share pool facilities and Bomaderry Swimming Club itself has previously shared its facilities with both Shoalhaven Swimming Academy and Nowra Swimming Club during the winter months when Nowra Pool was previously closed and during the construction of the Nowra Aquatic Centre. The success of sharing facilities largely comes down to programming, which has been proactively undertaken by aquatics management.

Bomaderry Canoe and Kayak Club has utilised the 50 metre pool at the Bomaderry Aquatic Centre weekly for approximately 20 years. The Canoe and Kayak club support the proposed development of the draft Bomaderry Nowra Regional Sports & Community Precinct Master Plan but are concerned that with the closure of the 50 metre pool, they will no longer be able to partake in their current activities. As a result, the club requests that consideration be given to the following options:

- If the Canoe and Kayak Club is to remain using the upgraded Bomaderry Aquatic Centre, a suitable location be found for the clubs storage container
- Consideration be given to widening the pool to eight (8) lanes to make it more suitable for playing canoe polo
- Suitable anchor point locations be installed to allow suspension of goals three (3) metres above the water at either end of the pool
- If the club are to relocate to Nowra Aquatic Centre, that:
  - suitable storage/ container space be provided so the club can store their equipment's; and
  - suitable anchor points be installed to allow suspension of goals three (3) metres above the water at either end of the pool

Bomaderry Swimming Club have also suggested that if the 50m pool is to be removed then the new 25m pool should be designed to meet FINA requirements for competitions for Regional and State events.

**Inconsistency with existing approved DA for the Indoor Sports Centres car parking and access ways.**

Council's Traffic staff have identified that the draft Bomaderry Nowra Regional Sports & Community Precinct Master Plan is inconsistent with the recently approved development application RA15/1001 for the Indoor Sports Centre, in the following ways:

- Car parking layout and access design is slightly different
- Traffic lights on Cambewarra Road are not identified but an upgrade is planned
- Pedestrian links need to be provided via Barwon Street, Cambewarra Road, West Birriley Street and North Tarawal Street
- Possible consultation with Roads & Maritime Services (RMS)
- The access point on North Tarawal Street does not comply with Part 4A Un-signalised & Intersections - Safe Intersection Sight Distances
- Traffic Impact Study and Traffic Management Plan required

To enable the Shoalhaven indoor Sport Centre project to progress it is proposed to make minor amendments to the Masterplan on the Artie Smith site commensurate with the requirements in the recently approved development application RA15/1001 to accommodate the changes required to car parking, bus parking and drop off zones.

This will result in the loss of the Junior Cricket field on the Artie Smith site, however a new cricket pitch with synthetic wicket was installed on the adjacent Bomaderry Sporting Complex site, hence there will be no net loss of a cricket facility for junior or senior use.

Additionally, this does present an opportunity to seek an alternate use for the space. A desk top review of the space available has identified that this could potentially accommodate up to four (4) croquet courts, and may present an alternative solution for further discussion and consultation with the Nowra Croquet Club.

**Relocation of Croquet**

Nowra Croquet will need to be relocated as a result of the Bomaderry Nowra Regional Sports & Community Precinct Master Plan. During the public exhibition period Council staff held a number of meetings with the Executive Committee of Nowra Croquet to discuss potential site relocation options and the details associated with relocating the club. Currently the club have two (2) courts located at the existing Bomaderry location, however, the club is growing and has plans for an additional two (2) courts. As a result, they have requested a like-for-like facility be provided as part of this relocation. Council staff presented the following site relocation options and undertook preliminary investigations and planning for:

- Edwards Avenue, Bomaderry
- Leonard Street, Bomaderry
- Upper Thurgate Oval, Bomaderry
- Nowra Showground
- Ratcliffe Park, Worrigea
- Corner of Kalendar & Albatross Road, East Nowra

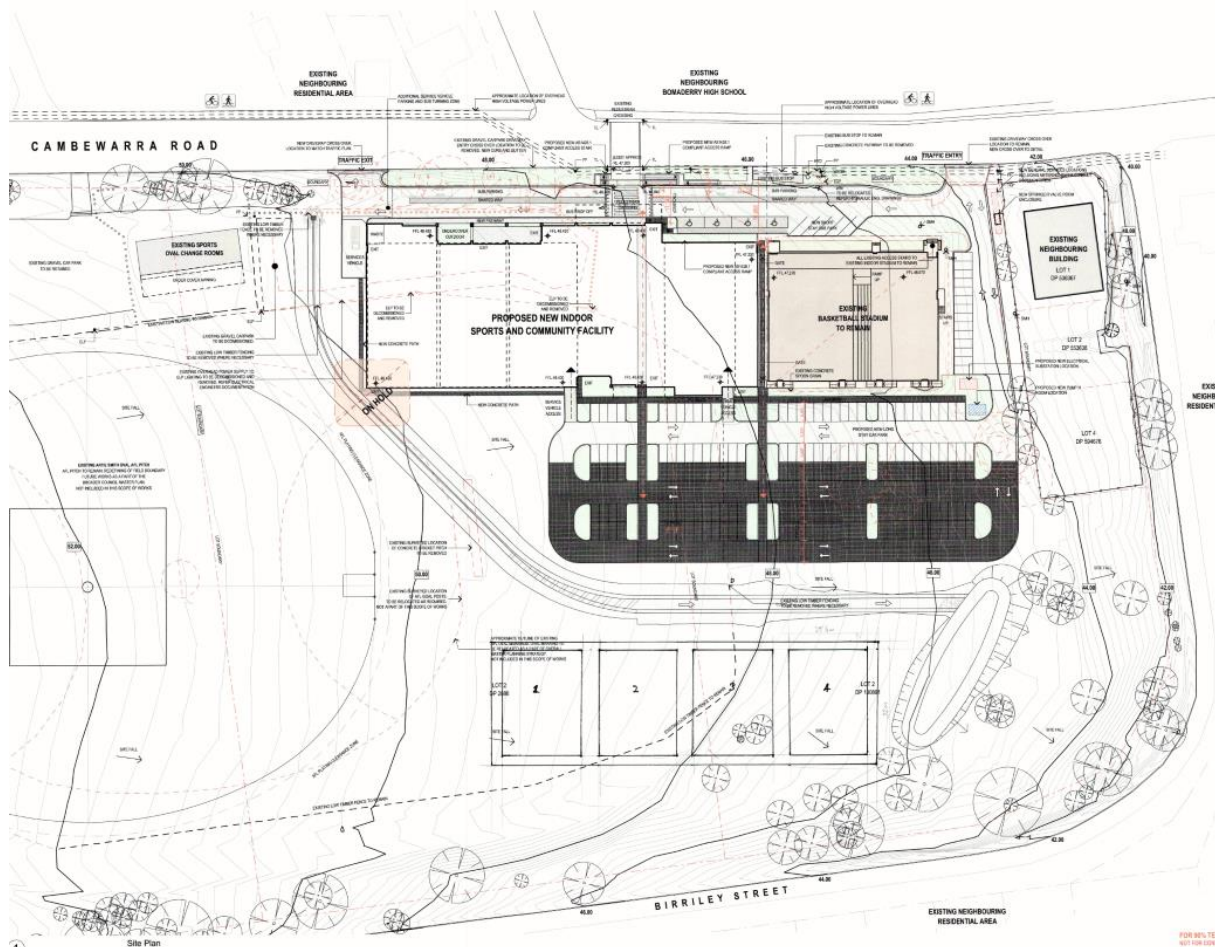
Concluding preliminary investigations and site inspections, both parties agreed that John Berry Reserve located at Edwards Avenue, Bomaderry was the best site to relocate Nowra Croquet. Croquet have now provided two (2) mud map designs to Council outlining a like-for-like replacement facility which includes:

- Four (4) competition sized courts (currently two (2) competition sized courts are provided at the Bomaderry site)
- Club house and amenities
- Car parking

Since the public exhibition period the Nowra Croquet Club has advised Council of their preference to remain at their current site, however an alternate option for the provision of croquet courts has been identified on the Master Plan site within the Artie Smith Oval. This alternative site has been discussed with Council staff and Croquet Club representatives.

This alternative site is as a result of the need to make changes to the car parking, bus parking and drop off zones for the Shoalhaven Indoor Sport Centre project commensurate with the requirements in the recently approved development application, which will result in the loss of space for the junior cricket field at the Artie Smith Oval (which is accommodated on the adjacent Bomaderry Sporting Complex site). The remaining space however; is adequate to potentially accommodate up to four (4) croquet courts and ancillary facilities such as a club house / storage (shown below).

The site plan presented below identifies how the croquet courts could potentially be sited and accommodated at Artie Smith Oval. It is suggested that further consultation is undertaken with the Nowra Croquet Club.



With the imminent commencement of work on the indoor sport centre, the site excavation works would enable soil to remain on site and be used to form the foundations and base for the croquet courts, negating the need to remove soil from the site and saving money.

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Subject to the outcome of further consultation with the Nowra Croquet Club it is requested that Council consider allocating a budget of \$20,000 in 2017/18 to advance a concept design and cost estimates to provide croquet court at an alternate location.

### **Improved facilities provided to sporting clubs**

The sporting clubs located at the Artie Smith Oval and Bomaderry Sporting Complex are generally supportive of the proposed Master Plan; however, a number of the clubs requested within their submissions that additional facilities be included within the amenities buildings currently planned for AFL/ Cricket, athletics and rugby league. This would include equipment storage, kiosk and meeting space.

The following minor points were also highlighted during the public exhibition period, however, either do not warrant changes to the Master Plan or will be addressed later during detailed design or the development application stage.

### **Governance structure of the facility**

A business plan will be undertaken at a further stage in order to consider the management structures of the facility and determine which model would be the most viable option.

### **Athletics Track**

Council has previously investigated potential sites for a synthetic athletics track in the Shoalhaven with no success and this site meets the requirement to ensure we can develop an excellent regional facility.

This is a preferred site as it is not in a flood prone area and has the advantage of being integrated, complimentary to and co-location with other sports and community buildings, parking and access to share and enhance the facility. Also this site will offer a secure fenced location with high levels of passive surveillance from other user groups and residents.

A number of Sporting Associations have indicated their interest (and potential investment) in this site is due to the inclusion of the athletics track, as it supports the development of their sport by providing alternate and complimentary training and fitness options.

### **Amenity impacts on local residence**

Amenity issues and impacts on surrounding residences, such as noise, light, traffic, parking and hours of operation have been raised and would be further addressed during the detailed design and development investigation process. This includes making design adjustments to mitigate these impacts.

### **Impacts of increased traffic volumes on local roads**

It is acknowledged that traffic studies and an associated traffic management plan may be required to be undertaken as part of this development. As such, it is requested that Council consider allocating \$100,000 of funding in the 2017/18 budget to undertake studies such as these, in order to progress towards detailed design.

Part of this consideration is the existing capacity and utilisation of the facility. The majority of activities being proposed in this Master Plan are already on the site and have impacts that are managed effectively.

## Over development of the precinct

The precinct has been sports grounds since 1952 and this will not largely change if the Master Plan is implemented. With the exception of the athletics track, Community Pavilion and the Shoalhaven Indoor Sports Centre, which is an extension of the existing basketball stadium, the development of the precinct is minimal. The vast majority of the infrastructure/ facilities i.e. sports fields, already exist and will simply be embellished upon as a result of this plan.

Many of the submissions received have a theme of resistance to any change, this resistance to change is a normal response. Council's attitude towards and appropriate response to resistance is the key to successful change, therefore Council understands the need to include the community in its decision making. This will help to ensure that any change is discussed with and understood by the community, so positive outcomes can be achieved.

Council will continue to provide local sports and active recreation facilities across the Nowra / Bomaderry area that will compliment this regional sporting precinct at:

- Bomaderry
  - Bomaderry Oval
  - Nerang Tennis Courts
- Cambewarra
  - Ray Abood Oval
- North Nowra
  - Drexel Oval
  - Sharman Park
  - Bernie Regan Sporting Complex
- Nowra
  - Showground
  - West Street Oval
  - Nowra Aquatic Centre
- East Nowra / Worrigeer / South Nowra
  - Lyrebird Sports Park
  - Worrigeer Common – Equestrian
  - Ison Park (Football and Baseball)
  - Rugby Park
  - Park Road Netball Courts
  - PCYC (not council)

The location of these facilities are further detailed on the Maps at Attachments 4 – 8.

## Financial Implications

There is currently no existing budget for this Master Plan, nor is it identified within Council's future Delivery Plan.

To progress to subsequent stages the recommendations outline initial budgets for investigations and design and a further report in the first quarter of 2018 to detail more details around costs and possible funding sources.

There will be opportunity to seek grant and partnership funding from:

- State Government
- Federal Government
- Philanthropic organisations (e.g. Veolia Mulwaree Trust, Bendigo bank etc.)

- State and National Sporting Bodies (e.g. Cricket NSW, AFL NSW/ACT, Athletics NSW etc.)

Council staff will be proactive in seeking grant and partnership funding once detailed design has been undertaken. Grant and partnership funding may provide opportunities to review the staged development and fast-track later stages offering flexibility in the delivery program.

At its Ordinary Meeting held on 28 October 2014, Council considered a Financial Sustainability Report and following a Councillor Briefing on the Fit for the Future Report from the Office of Local Government. This report highlighted the current financial position, upcoming future demands and the positive financial implications of asset rationalisation.



PROPOSED SITE LAYOUT

- |   |  |   |
|---|--|---|
| <p>01 New Roundabout<br/>Cambesara Road</p> <p>02 Pedestrian Overpass<br/>Cambesara Road</p> <p>03 Community Centre Drop-Off</p> <p>04 Shared Pedestrian / Cycle Zone</p> <p>05 New Roundabout<br/>Internal Road</p> <p>06 One-way loop road<br/>Anti-clockwise direction</p> | <p>07 Bicycle Path<br/>Anti-clockwise direction</p> <p>08 Pedestrian Path</p> <p>09 Parking<br/>400 Carparking Spaces<br/>(156 cars)</p> <p>10 Parking<br/>Planned Carparking Spaces<br/>(85 cars)</p> <p>11 Light Tower</p> | <p>12 Spectator Grass Mounding</p> <p>13 Spectator Terrace Seating</p> <p>14 New Roundabout<br/>Internal Road</p> <p>15 Shoalhaven Community Centre</p> <p>16 Basketball Centre Vehicular Access<br/>Cambesara Road</p> <p>17 Rugby League Viewing Platform<br/>1000 Seats</p> <p>18 Gate Access<br/>Fuschia Crescent</p> <p>19 Verandah</p> <p>20 Long High Jump</p> |
|---|--|---|

DRAFT BOMADERY / NOWRA REGIONAL SPORTS AND  
COMMUNITY PRECINCT



Revision	Date
A Issued for Information	2015.12.02
B Issued for Information	2015.12.08
C Issued for Information	2016.05.28

Scale
1:3000 (B&D)
1:2000 (S&L)

Client
Shoalhaven City Council

Project Name
Shoalhaven Regional Sports and Community Precinct

HASSELL





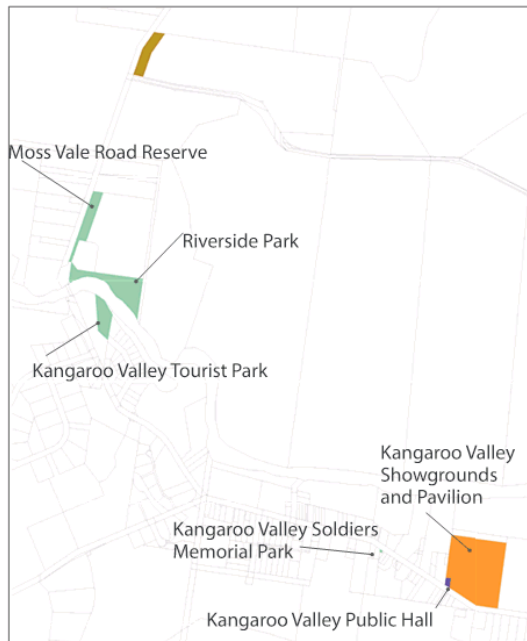
### Bomaderry



CL16.126 - Attachment 4

## Planning area one

### Kangaroo Valley



### Cambewarra



#### Legend

##### Open space

- Local recreation park
- District recreation park
- Regional recreation park
- District sports park
- Regional sports park

##### Other open space

- Natural areas
- Linear corridor
- Utility
- Undeveloped
- Aquatic centres

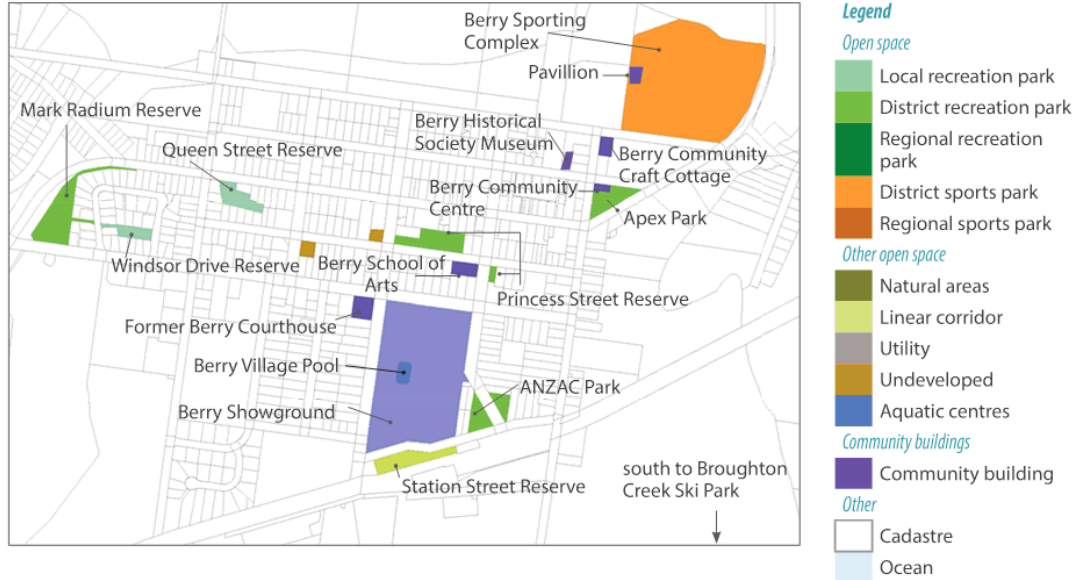
##### Community buildings

- Community building

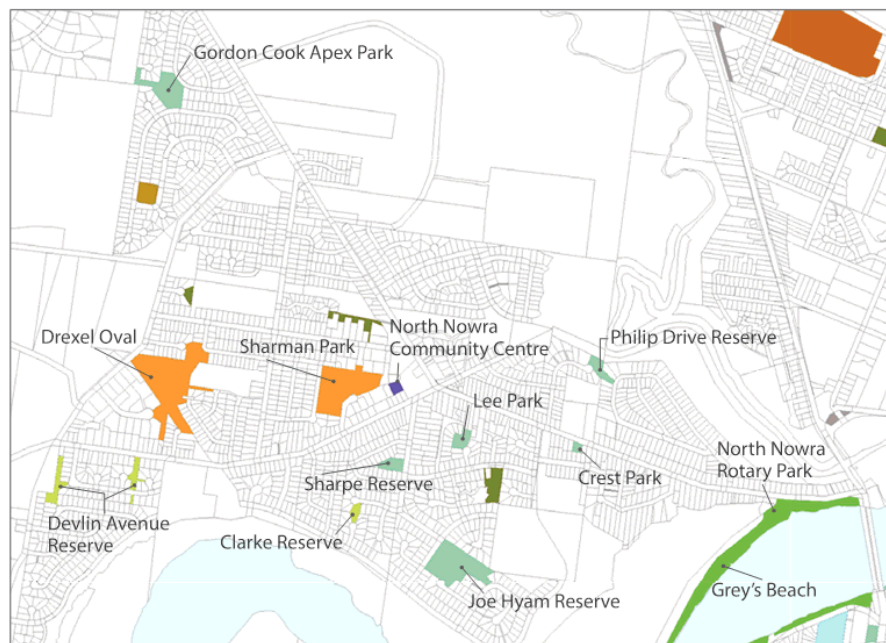
##### Other

- Cadastre
- Ocean

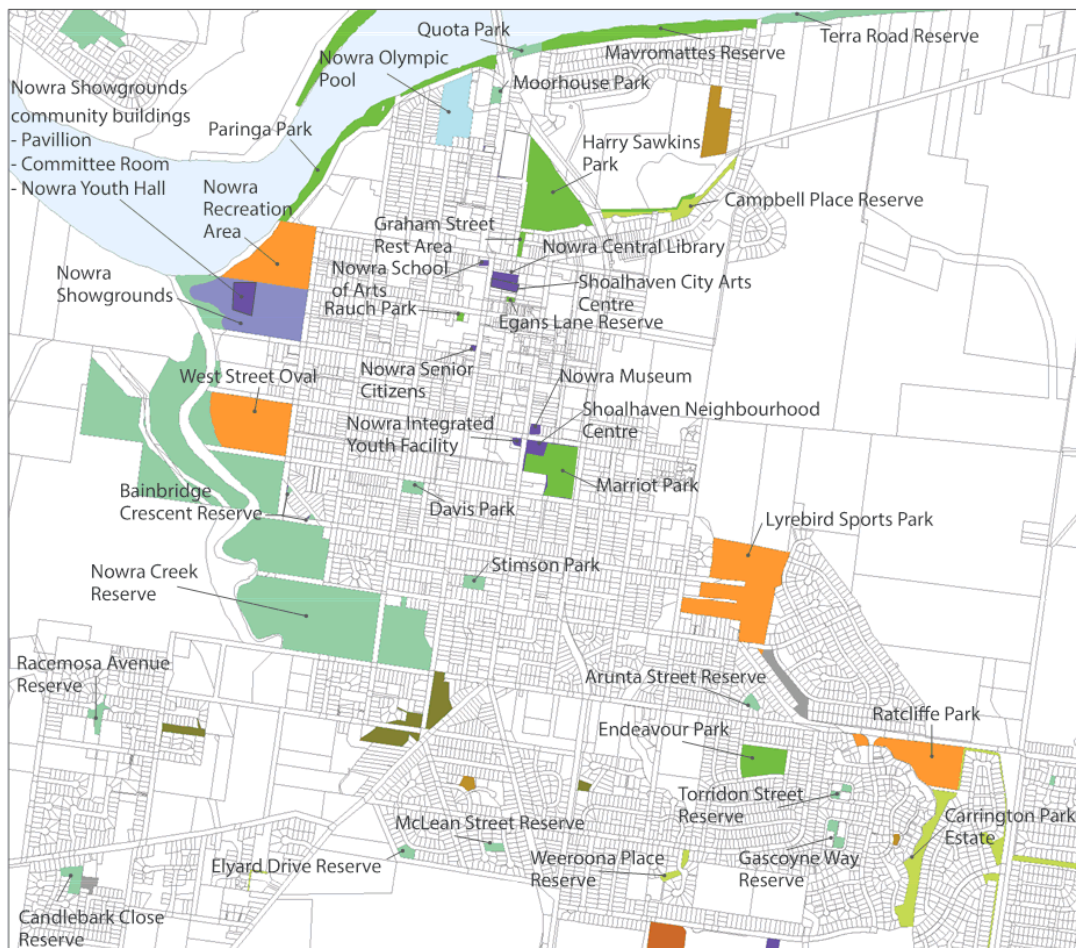
## Berry



## North Nowra



## Nowra



### Legend

#### Open space

- Local recreation park
- District recreation park
- Regional recreation park
- District sports park
- Regional sports park

#### Other open space

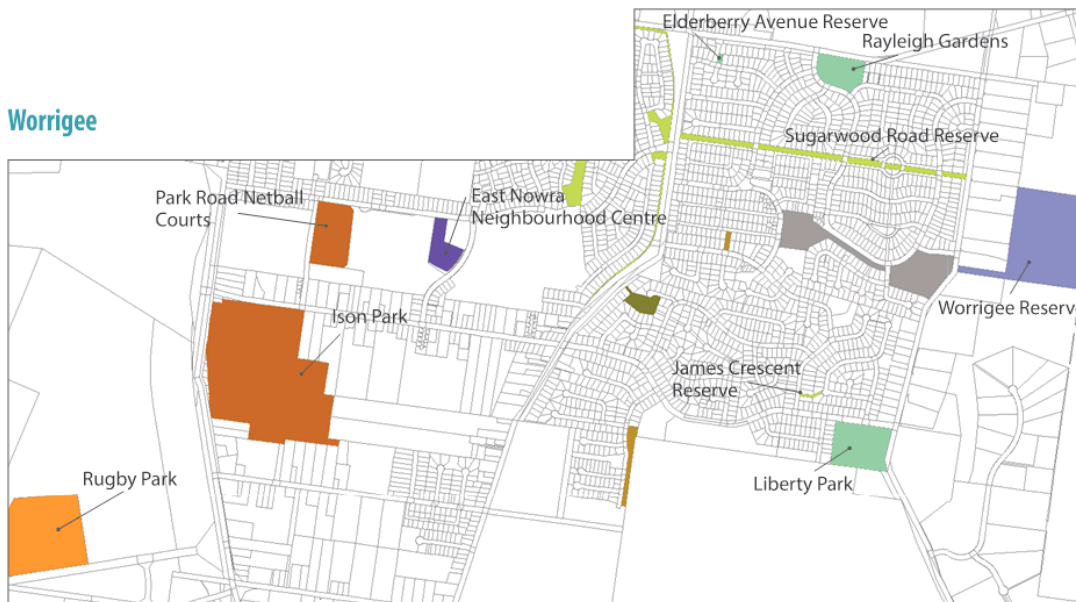
- Natural areas
- Linear corridor
- Utility
- Undeveloped
- Aquatic centres

#### Community buildings

- Community building
- Cadastre
- Ocean



## Worrigee



### Legend

#### Open space

- Local recreation park
- District recreation park
- Regional recreation park
- District sports park
- Regional sports park

#### Other open space

- Natural areas
- Linear corridor
- Utility
- Undeveloped
- Aquatic centres

#### Community buildings

- Community building

#### Other

- Cadastre
- Ocean

## CL16.127 Beach Access Wheel Chairs Funding Success

HPERM Ref: D16/388147

**Group:** Corporate & Community Services Group  
**Section:** Recreation Community & Culture

### Purpose / Summary

Seek Council approval to accept a funding grant of \$37,000 from FundAbility, to undertake “Beach-wheels for inclusion” under the FundAbility Grant Program, which is administered by Northcott and funded by the NSW Department of Family and Community Services.

### Recommendation

1. That Council accept a funding grant of \$37,000 from FundAbility, to undertake “Beach-wheels for inclusion” under the FundAbility Program, which is administered by Northcott and funded by the NSW Department of Family and Community Services.
2. The funds be placed in the Community Development Access budget (13030) to enable project management and delivery.
3. Council write a thank you letter to FundAbility thanking them for the grant to implement “Beach-wheels for inclusion”.

### Options

1. Council accept the funding grant of \$37,000 from FundAbility, to undertake “Beach-wheels for inclusion” under the FundAbility Program, which is administered by Northcott and funded by the NSW Department of Family and Community Services

Implications: Funds will be accepted and project will be delivered.

2. Council decline to accept the funding grant of \$37,000 from FundAbility, to undertake “Beach-wheels for inclusion” under the FundAbility Program, which is administered by Northcott and funded by the NSW Department of Family and Community Services.

Implications: Funds will not be accepted and project will not be delivered.

3. Council determine an alternative recommendation.

Implications: As per Council determination if provided.

### Background

Shoalhaven City Council has been consulting to inform their proposed Disability Inclusion Action Plan for the LGA, which is legislated to be in place by June 2017. Shoalhaven City Council engaged a consultant, Jenny Brae, to do the consultations, including workshops, to inform their Disability Inclusion Action Plan for the LGA.

Young people were present at the workshop consultations. The data from the consultations shows that access to beaches is a high priority to young people with disabilities and is not adequately provided for across the LGA.

CL16.127

With this in mind Community Development applied for a grant through the NSW Department of Family and Community Services FundAbility Program administered by Northcott for the purchase of all terrain beach wheelchairs. These will be able to provide and improve access to the beach for children and young people with disabilities. Beach culture is extremely important for locals and the many visitors to the Shoalhaven.

The purchase of both child and adult size beach all terrain wheel chairs, to be at strategic safe locations will ensure children aged 9-15 years have equitable access to and are included in mainstream activities within this community.

The strategic locations, at a village level will be:

- Within half an hour car travel time to the majority of residents.
- At sites that have beach patrol with surf lifesaving clubs and
- At Council Holiday Haven caravan parks, to ensure safe storage, maintenance and promotion of availability.

Surf Lifesaving South Coast Branch and Holiday Haven Tourist Park managers are willing to partner in the project; to ensure access and equity in and across the whole LGA for children and young people aged 9-15 years to have beach experiences with their families and friends.

The icon and most popular sites will have both a child and adult size chair or possibly two of either to accommodate and be responsive to the needs of children and young people with disabilities who are frequently part of a network who regularly participate in collective activities, and to further enhance inclusion and make the experience more pleasurable and shared

The sites that have the wheelchairs will be added to local maps and promoted via an extensive professionally developed media awareness campaign. Beach wheelchairs are proposed to be on site and in use at the following identified locations:

- Shoalhaven Heads Beach,
- Culburra Beach,
- Sussex Inlet Beach,
- Mollymook Beach,
- Huskisson Beach / Moona Moona Creek,
- Palm Beach
- Lake Tabourie.

The project will be sustainable beyond the grant as all project partners are offering in kind ongoing support and is therefore not reliant on recurrent funds in any way for the project to be sustainable. The project delivery beyond the funding (to purchase the all-terrain beach wheel chairs only) and ongoing maintenance will be a part of operational practice & business as usual for all partners. The partners will do the day to day maintenance required for the chairs after use.

Up keep and any further maintenance will be sourced from local community groups & business with the development of organic local solutions via consultation, for example, but not limited to Go Fund Me pages, inclusive fundraising beach events, sponsorship of chairs by business houses etc.

## Community Engagement

Shoalhaven City Council has been consulting to inform their proposed draft Disability Inclusion Action Plan for the LGA, which is required under legislation to be in place by June

2017. Shoalhaven City Council engaged a consultant, Jenny Brae, to undertake the consultations, including workshops internally and externally, to inform the draft Disability Inclusion Action Plan for the LGA.

The data from the consultations to inform the draft Disability Inclusion Action Plan shows that young people with disability and their families have asked for all terrain beach wheelchairs to assist with accessibility.

### **Financial Implications**

As funds will be provided via the grant of \$37,000 to purchase the all-terrain beach wheelchairs there will be no financial implication to Council. Recurrent maintenance will be undertaken by program partners.

Community Development staff project management and implementation of the project is a business as usual and will be provided to the project through existing staff budgets.



## CL16.128 2017 Australian Coastal Councils Conference

HPERM Ref: D16/388277

**Group:** Corporate & Community Services Group  
**Section:** Human Resources, Governance & Customer Service

### Purpose / Summary

To consider Councillor attendance at the 2017 Australian Coastal Councils Conference scheduled for Wednesday 3 to Friday 5 May 2017 at the Mon Komo Hotel, Redcliffe, Queensland.

### Recommendation

That Council

1. Notes the details of the 2017 Australian Coastal Councils Conference scheduled for Wednesday 3 May to Friday 5 May 2017 at the Mon Komo Hotel, Redcliffe, Queensland.
2. Authorises available Councillors to attend the conference and such attendance be deemed Council Business.
3. Travel, registration fees, accommodation and all reasonable out-of-pocket expenses be met in accordance with its adopted policy.
4. Request Councillors attending the conference to provide a written report within 30 days of returning from the conference.

### Options

1. As per the recommendation.
2. That Council not approve Councillor attendance at the Conference as Council Business.

### Background

The 2017 Australian Coastal Council Conference is considered relevant to local government.

Information in relation to the conference can be found on the Australian Coastal Councils Association website <https://coastalcouncils.org.au/2016/11/23/registration-now-open-2017-australian-coastal-councils-conference/>

Costs associated with the conference are estimated as follows:

- registration : \$1,386 (\$990 - Early Bird registration to be paid by 23 December 2016)
- official functions, optional
  - Welcome Reception: \$55 per person - Delegate/Guest
  - Gala Conference Dinner : \$132 per person Delegate/Guest
- travel, accommodation and out of pocket expenses : not yet determined.

An option available to Council is to define the number of Councillors attending the conference and for Council to determine the appropriate Councillors authorised to attend. This option is presented having regard to the increase in Councillor expenses in recent years, so that Council may pro-actively control this area of expenses when appropriate.

CL16.128

The Conference commences at 9.00 am Wednesday 3 May 2017 and concludes at 1.30 pm Friday 5 May 2017 and the following Council Business is scheduled within the period of the conference:

- Youth Advisory Committee – 3 May 2017.

**Policy Implications**

The Council Members – Payment of Expenses and Provision of Facilities Policy limits attendance at conferences to three per annum per councillor exclusive of any conference arranged by either the State or National Local Government Associations.

**Financial Implications:**

Funds are available for Councillors to attend this conference.

## CL16.129 Investment Report - November 2016

**HPERM Ref:** D16/389606

**Group:** Corporate & Community Services Group  
**Section:** Finance

**Attachments:** 1. Shoalhaven Monthly Investment Report - November 2016 (under separate cover) [⇒](#)

### Purpose / Summary

Under Section 625 of the Local Government Act 1993 and Clause 212 of the Local Government (General) Regulation it is a requirement to provide a written report to Council on a monthly basis setting out details of all money that Council has invested.

### Recommendation

That the Report of the General Manager (Corporate and Community Services Group) on the Record of Investments for the period to 30th November 2016 be received for information.

### Options

1. The report on the Record of Investments for the period to 30th November 2016 be received for information

Implications: Nil

2. Further information regarding the Record of Investments for the period to 30th November 2016 be requested

Implications: Staff will need to prepare a further report to provide any information that is required.

3. The report on the Record of Investments for the period to 30th November 2016 be received for information with any changes requested for the Record of Investments to be reflected in the report for the period to 31st December 2016.

Implications: Nil

### Background

Please refer to the attached monthly report provided by Council's Investment Adviser – CPG Research and Advisory Pty Ltd.

Further comparisons and budget review is found below:

The interest earned for the month of October was \$425,401.57 which was \$5,816 below budget. The budget was adjusted in the September Quarterly Budget Review to reflect what is anticipated to be received.

## RECORD OF INVESTMENTS Cash and Investment Balances

	November 2016	October 2016
<b>Cash And Investments Held</b>		
Cash at Bank - Transactional Account	\$12,580,722	\$7,396,514
Cash at Bank - Trust Fund	\$1,240	\$1,240
Cash on Hand	\$67,750	\$43,190
Other Cash and Investments	\$165,055,912	\$161,040,576
	<b>\$177,705,623</b>	<b>\$168,481,520</b>
 Fair Value Adjustment	 \$76,655	 \$82,384
Bank Reconciliation	\$366,988	\$74,110
	\$443,643	\$156,494
 <b>Book Value of Cash and Investments</b>	 <b>\$178,149,267</b>	 <b>\$168,638,014</b>
 <b>Less Cash &amp; Investments Held In Relation To Restricted Assets</b>		
Leave Entitlements & Workers Compensation Liability	\$9,713,752	\$9,699,179
Land Decontamination	\$1,575,546	\$1,578,176
Critical Asset Compliance	\$2,402,355	\$2,412,520
North Nowra Link Road	\$666,384	\$666,386
Other Internal Reserves	\$2,470,736	\$2,491,381
Section 94 Matching Funds	\$541,096	\$543,984
Strategic Projects General	\$5,828,379	\$6,111,892
Industrial Land Development Reserve	\$2,724,981	\$2,724,981
Plant Replacement	\$5,310,460	\$5,020,470
S94 Recoupment	\$2,339,361	\$2,339,552
Commitment To Capital Works	\$6,989,806	\$7,094,199
Property Reserve	\$3,578,406	\$2,193,096
<b>Total Internally Restricted</b>	<b>\$44,141,260</b>	<b>\$42,875,816</b>
 Loans - General Fund	 \$6,234,332	 \$6,819,033
Grant reserve	\$2,890,229	\$1,364,736
Section 94	\$27,476,363	\$26,469,591
Storm Water Levy	\$259,450	\$244,704
Trust - Mayors Relief Fund	\$99,808	\$99,808
Trust - General Trust	\$4,444,378	\$2,896,965
Waste Disposal	\$9,630,039	\$9,652,503
Section 64 Sewer	\$0	\$0
Sewer Fund	\$30,163,864	\$29,450,565
Sewer Plant Fund	\$1,249,512	\$1,168,173
Section 64 Water	\$14,557,699	\$14,086,312
Water Fund	\$19,389,933	\$20,576,064
Water Communication Towers	\$1,013,983	\$1,013,983
Water Plant Fund	\$780,544	\$756,397
<b>Total Externally Restricted</b>	<b>\$118,190,134</b>	<b>\$114,598,833</b>
 <b>Total Restricted</b>	 <b>\$162,331,393</b>	 <b>\$157,474,650</b>
 <b>Unrestricted Cash And Investments</b>		
General Fund	\$15,817,873	\$11,163,364

CL16.129

With November being a rates instalment month total cash has increased along with the unrestricted cash. The Property Reserve increased due to the recognition of land sales, we also received payments for the Nation Building Black Spot Program causing the Grants reserve to increase and there was a payment received for a large development that has caused an increase in the Section 94 reserve and Council's trust account.

**Certification – Responsible Accounting Officer:**

I hereby certify that the investments listed in the attached report have been made in accordance with Section 625 of the Local Government Act 1993, clause 212 of the Local Government (General) Regulations 2005 and Council's Investments Policy number POL14/60.



Pamela Gokgur  
Chief Financial Officer

**Financial Implications**

It is important for Council to be informed in regard to its investment on a regular basis. Revenue from interest on investments forms a vital part of Council's revenue stream.

CL16.129

## CL16.130 Development of a Model Code of Meeting Practice for Local Councils in NSW - Call for Submissions

**HPERM Ref:** D16/389610

**Group:** Corporate & Community Services Group  
**Section:** Human Resources, Governance & Customer Service

### Purpose / Summary

To provide an outline of the Development of the Model Code of Meeting Practice and provide an opportunity for Councillors to identify items for a submission to the Office of Local Government for their consideration.

### Recommendation

That Council

1. Receive the report for information
2. Provide a submission on topics as identified by the Council

### Options

1. As recommended

Implications: Allows the Council to outlined content of submissions

2. That the General Manager be authorised to make a submission on behalf of Council in relation to points which he deems appropriate.

Implications: This will allow the General Manager to provide items for the consideration of the review without the review of the Council.

3. Deferral for alternative action

Implications: Alternative actions may be undertaken, however should Council wish to make a submission it must do so by 20 January 2017

### Background

The recent amendments to the *Local Government Act 1993* (the Act) provide for a model code of meeting practice (model meeting code) to be prescribed by regulation.

As outlined in the Office of Local Government Circular 16/46 which was previously circulated to Councillors, the Office of Local Government has commenced the process of developing a model meeting code. As part of this process, the Office is:

- undertaking a review of the existing meeting rules prescribed by the Regulation, and

- seeking to identify examples of better practice meeting rules contained in councils' adopted codes of meeting practice.

The Office is seeking the assistance of councils in developing the model meeting code. In particular the Office is seeking submissions on the following:

- how the current meeting rules prescribed by the Regulation can be improved,
- any areas of meeting practice that are not currently prescribed that should be prescribed, and
- any examples of better practice that may be incorporated in the non-mandatory provisions of the model meeting code.

Submissions to the Office of Local Government for this purpose close on Friday 20 January 2016.

### **Policy Implications**

Once the model meeting code is finalised, and prescribed by regulation, councils will be required to adopt a code of meeting practice that incorporates its mandatory provisions. Councils' codes of meeting practice must not contain provisions that are inconsistent with the mandatory provisions of the model meeting code.

Councils' adopted codes of meeting practice may also incorporate the non-mandatory provisions of the model meeting code and any other provisions. It is anticipated that the non-mandatory provisions of the model meeting code will contain better practice meeting rules.

## CL16.131 Tenders - Provision of Security Services

HPERM Ref: D16/380323

**Group:** Assets & Works Group  
**Section:** Asset Management

### Purpose / Summary

To inform Council of the tender process for provision of security services that was tendered by “Local Government Procurement” on behalf of Kiama, Shellharbour and Shoalhaven Councils. In accordance with Section 10A(2)(d)(i) of the Local Government Act 1993, some information should remain confidential as it would, if disclosed, prejudice the commercial position of the person who supplied it. It is not in the public interest to disclose this information as it may reveal commercial-in-confidence provisions of a contract, diminish the competitive commercial value of any information to any person and/or prejudice any person’s legitimate business, commercial, professional or financial interests. This information will be considered under a separate confidential report.

This report is submitted directly to the Ordinary Council Meeting pursuant to Clause 3 of Council’s “Acceptance of Tenders – Reports to Council” Policy.

### Recommendation

That Council considers a separate confidential report in accordance with Section 10A(2)(d)(i) of the Local Government Act.

### Options

1. Consider the separate confidential report (recommended)
2. Consider an alternative proposal

Implications: The Tender may not be determined and service providers will be disappointed with the delay and uncertainty

### Background

On 13 September 2016 Local Government Procurement (LGP) on behalf of Kiama Municipal Council, Shellharbour City Council, and Shoalhaven City Council issued an Open Tender process for the Provision of Security Services.

The RFT advertisement was published in:

1. Sydney Morning Herald 13 September 2016
2. Illawarra Mercury 13 September 2016
3. Nowra News 16 September 2016
4. [www.tenderlink.com/lgp](http://www.tenderlink.com/lgp) 13 September 2016

The documents were made available on LGP’s e-tendering portal with no cost to download. Respondents were asked to lodge their responses electronically (preferred method) via this portal using the Online Response Form. If hard copy lodgement was requested the tender box was located at Kiama Municipal Council, Customer Service, 11 Manning Street, Kiama, NSW, 2533. The closing date and time for submissions was 5 October, 2016, 2:00PM



The RFT opening process was conducted in accordance with the Council's and LGP's documented procedures regarding the opening of the Electronic Tender Box and in accordance with the requirements of the Local Government (General) Regulation 2005. The opening of the Electronic Tender Box was witnessed by 3 members of the Evaluation Committee.

In total 52 organisations downloaded the RFT documents from the Tenderlink portal.

Submissions were received from 11 respondents. These were:

(1)	1	A & D Coastline Security Pty Ltd
(2)	2	Adept Security Pty Ltd
(3)	3	Business Security & Management Solutions Pty Ltd
(4)	4	Downunder Security & Protection Pty Ltd
(5)	5	Group 4 Security Pty limited
(6)	6	H&H Security Australia
(7)	7	Insight Security
(8)	8	Oz Tech (Aust) Pty Ltd
(9)	9	South Coast Security
(10)	10	Threat Protect Security Services
(11)	11	Wollongong City Security

The objective of the RFT was for the engagement of the most suitably qualified security contractors for the Council's for all 4 categories (General Patrols, Alarm Monitoring, Unlock/Lock Premises, and Cash Collection). It should be noted that the Tender documents highlighted that Tenderers may be successful for none, one or more participating councils.

### Community Engagement

There is minimal change to existing service levels as a result of this tender as changes relate to operational requirements.

### Financial Implications

Security Services are budgeted within Operational areas for 2016/17.

## CL16.132 Tenders - Upper Kangaroo River Road Landslip Repairs

**HPERM Ref:** D16/388725

**Group:** Assets & Works Group

**Section:** Works & Services

### Purpose / Summary

To inform Council of the tender process for Landslip Repairs on Upper Kangaroo River Road.

In accordance with Section 10A(2)(d)(i) of the Local Government Act 1993, some information should remain confidential as it would, if disclosed, prejudice the commercial position of the person who supplied it. It is not in the public interest to disclose this information as it may reveal commercial-in-confidence provisions of a contract, diminish the competitive commercial value of any information to any person and/or prejudice any person's legitimate business, commercial, professional or financial interests. This information will be considered under a separate confidential report.

This report is submitted directly to the Ordinary Council Meeting pursuant to Clause 3 of Council's "Acceptance of Tenders – Reports to Council" Policy.

### Recommendation

That Council consider a separate confidential report in accordance with Section 10A(2)(d)(i) of the Local Government Act 1993.

### Options

1. Council accept the recommendation as presented.

Implications: Details of the tender submission and the assessment are included in the confidential report.

2. Council amend the recommendation.

Implications: Tenders have been subject to assessment in accordance with the Tender Evaluation Plan.

### Details

Heavy rain during an East Coast Low in August 2015 caused a number of landslips throughout the Kangaroo Valley Area. Three slips occurred on Upper Kangaroo River Road, two of which have been repaired. The third slip required additional geotechnical investigation. The road remains open to residents, but load limits apply restricting usage due to the landslip. The road is constructed across a significant slope.

Council called Tenders for the Upper Kangaroo River Road Landslip Repairs on 1 November 2016 which closed at 10:00am on 29 November 2016. 6 tenders from 4 companies were received at the time of closing and are shown in the table below:

CL16.132

### Tenders Received

Tenders were received from the following:

<b>Tenderer</b>	<b>Location</b>
Kenpass	Kiama
Ledacon	Fairy Meadow
PanCivil	Sydney
PanCivil (Non-Conforming)	
Stefanutti Construction	Unanderra
Stefanutti Construction (Non-Conforming)	

Details relating the evaluation of the tenders are contained in the confidential report.

### **Community Engagement:**

Residents that rely on Upper Kangaroo River Road to access their property have been kept informed of the works.

### **Financial Implications:**

The works are being funded by the State & Commonwealth Governments' Natural Disaster Relief and Recovery Fund.

## CL16.133 Tenders - "Changing Places" Public Amenities, Mollymook Beach Reserve

**HPERM Ref:** D16/389330

**Group:** Assets & Works Group  
**Section:** Project Delivery & Contract

### Purpose / Summary

To inform Council of the tender process for The "Changing Places" Public Amenities, Mollymook Beach Reserve.

In accordance with Section 10A(2)(d)(i) of the Local Government Act 1993, some information should remain confidential as it would, if disclosed, prejudice the commercial position of the person who supplied it. It is not in the public interest to disclose this information as it may reveal commercial-in-confidence provisions of a contract, diminish the competitive commercial value of any information to any person and/or prejudice any person's legitimate business, commercial, professional or financial interests. This information will be considered under a separate confidential report.

This report is submitted directly to the Ordinary Council Meeting pursuant to Clause 3 of Council's "Acceptance of Tenders – Reports to Council" Policy.

### Recommendation

That Council consider a separate confidential report in accordance with Section 10A(2)(d)(i) of the Local Government Act 1993.

### Options

1. Council accept the recommendation as presented and the confidential report will be considered.
2. Council not accept the recommendation, giving reasons and propose an alternative resolution.

### Details

Council called Tenders for the "Changing Places" Public Amenities at Mollymook Beach Reserve on 15 November 2016 which closed at 10:00am on 8 December 2016. One (1) tender was received at the time of closing and is shown in the table below:

#### Tenders Received

Tenders were received from the following:

Tenderer	Location
Tereno Pty Ltd	Ulladulla

Details relating the evaluation of the tenders are contained in the confidential report.

CL16.133

**Community Engagement:**

Council has been consulting with the community and recognised stakeholder user groups throughout the project.

Further community consultation has also occurred through discussions with local schools, local businesses and community service providers to inform and gain support for the project.

The draft plans were exhibition from Thursday 28 April to Friday 21 May 2016.

**Financial Implications:**

Funds have been allocated in the Public Toilets Replacement Program budget for 2016/17 financial and it is proposed to complete delivery of the project within that timeframe.

## CL16.134 Huskisson Traffic and Parking Study

**HPERM Ref:** D16/314789

**Group:** Assets & Works Group

**Section:** Asset Management

**Attachments:** 1. Huskisson Traffic Study (councillors information folder) [⇒](#)  
2. Huskisson Parking Study (councillors information folder) [⇒](#)

### Purpose / Summary

To consider the Huskisson Traffic and Parking Study, and next steps.

### Recommendation

That;

1. The Huskisson Traffic and Parking Study be made publicly available
2. Commence survey design and consultation for all short term pedestrian and traffic management options in accordance with the recommended strategy
3. Consider reviewing the Development Control Plan and Contributions Plan projects related to car parking and traffic facilities
4. As part of the next major review of the Shoalhaven Local Environmental Plan, on the basis of the study findings continue to plan for the long term provision of a Huskisson Bypass (alternative road access around the town centre for through traffic)

### Options

1. Adopt the recommendations

Implication: Council will make the technical documents available for consultation and pedestrian and traffic designs in accordance with the strategy will progress to improve road safety. Car parking opportunities for the long term will continue to progress in accordance with Councils previous resolutions. Any future review of the Shoalhaven LEP and proposed amendments to the Shoalhaven Local Environmental Plan in the future.

2. Defer consideration of this report to a Councillor Briefing in early 2017.

Implication: The completion of these studies has been a long standing task with a range of considerations as land tenure has changed over recent years and it is important that councillors fully understand the basis of the studies, the findings & recommendations. A briefing may be beneficial to ensure everyone's understanding.

3. Make alternative recommendations

### Background

Council's earlier attempts to have the Huskisson Bypass included on the Shoalhaven Local Environmental Plan was met with a request from the NSW Department of Planning to provide

evidence by way of a traffic study that would indicate whether or not there was a need for the road.

Accordingly Council commissioned the traffic study which was to look at the viability of a Bypass, and if the Bypass was found not to be viable (or viable, but in the long term) to also investigate short and medium term measures to improve pedestrian and traffic safety in and around the town centre.

During consultation, the community requested the study be expanded to also look at parking, and accordingly the scope was expanded to address this request.

Both of the studies (traffic and parking) have been updated again over the last 12 months and are now complete.

The Traffic Study found that a Bypass will be viable (in the longer term - over 20 years), however that shorter term pedestrian and traffic measures are required to improve safety. The Traffic Study recommended an Implementation Plan which is summarised below.

### **Traffic Study – Recommended Implementation Plan**

#### **By 2021 (0-5 Years)**

- Mid-Block Pedestrian Crossing (Zebra) Owen Street (between Sydney Street and Currumbene Street, at location of existing crossing)

*Pedestrian crossing warrants are met for signals during peak seasonal periods and for a zebra crossing all year round, and accordingly is a high priority for implementation. Meets criteria for NSW Active Transport funding.*

- Pedestrian Crossing (Zebra) crossing on eastern and southern legs of the Currumbene Street/ Owen Street intersection

*Pedestrian crossing warrants are met for signals during peak seasonal periods and for a zebra crossing all year round, and accordingly is a high priority for implementation. Meets criteria for NSW Active Transport funding.*

- Sydney Street/Owen Street Roundabout

*Already included in existing DCP. Will improve traffic operation and pedestrian safety and reduce accident risk. Subject to funding. Currently doesn't meet criteria for grant funding.*

- Roundabouts at the Currumbene Street/ Bowen Street and Bowen/ Hawke intersections.

*Safety measures to reduce accident risk. Subject to funding. Currently doesn't meet criteria for grant funding.*

- LATM measures in local streets around town centre affected by traffic diversions (impact of pedestrian crossing improvements)

*Likely to be warranted to maintain acceptable environmental conditions prior to a town centre bypass (or relief road). Subject to monitoring of speed and traffic volumes and consultation with affected residents. Subject to funding. Currently does not meet criteria for grant funding.*

#### **By 2036 (5-15 years)**

- Full or Partial Bypass Road

*Viable in transport economic terms to address traffic capacity, travel times and maintaining appropriate environmental conditions in surrounding residential streets (supporting the proposed pedestrian improvements).*

Note that the estimate of 0-5 years and 5-15 years is based on planning and traffic projections adopted for the study, and are subject to review. Actual growth rates could be less and therefore these timeframes could be longer.

It is intended that conditions be monitored over time and projects delivered on a needs basis. Grant funding opportunities will need to be sought which may also impact delivery times.

GTA Consultants in completing the Traffic Study also advised *“Experience suggests the community are likely to call for a bypass road before technical warrants are met. In any event the results of the assessment, in particular the diversionary traffic impacts and the economic viability of the bypass, is sufficient to provide Council with the confidence that continuing the planning of the bypass is an appropriate strategy in transport terms”*.

## **Parking Study – Findings**

### **Development Control Plan (DCP) Assessment Summary (Off-Street parking only)**

- Existing off-street (2016 parking supply) 318 spaces
- Existing DCP requirement 233 spaces (theoretical parking demand)
- Therefore “currently” there is an 85 car parking space “surplus” (spare capacity)
- When considering “future” DCP requirements, “future” potential off-street parking losses, and “future” potential new off-street parking opportunities (i.e. if including only the potential 160 space car park on the Church/Crown lands) there will be a “future” calculated total 60 car parking space “deficit”

Therefore, in addition to the potential 160 space car park on the Church/Crown lands further off-street parking opportunities are required to meet the “future” theoretical DCP requirements (or to absorb future losses) and other options may need to be considered to increase the parking supply in the future (to be reviewed over time).

### **Supply/ Demand Assessment Summary (All On + Off Street Parking)**

- Existing off-street (2016 parking supply) 318
- Existing on-street (2016 parking supply) 555 (within 400m of town centre)
- Total 873 existing supply (on-street + off-street)
- Average parking demand (seasonally adjusted in accordance with standards) is currently 535 cars parked (therefore 61% occupancy, or “currently” 39% spare capacity)
- When considering “future” DCP requirements, “future” potential off-street parking losses, and “future” potential new off-street parking opportunities (including the potential 160 space car park on the Church/Crown lands), there will be a “future” calculated total 24 car parking space “surplus”

This finding supports the recommendation to only include the potential 160 space car park on the Church/Crown lands into the contributions plan at this point in time, and review the strategy over time.

The GTA Consultants assessment included the reconfiguration of the existing Owen Street car park (an additional 40 parking bays) as an “opportunity” (potential new car parking). Given Council were investigating development options in that area at the time of the study, those 40 potential additional parking bays weren’t included in the “assessment” calculations.

However, based on the findings of the parking assessment, and Council’s development investigations at the time, it was recommended that the existing 78 parking bays within the Owen Street car parking spaces be taken up into any development on that land by a



covenant that retains those public spaces “in addition to” any new developments own requirements.

But the reconfiguration of the existing Owen Street car park to create an additional 40 spaces remains an option.

### **Parking Study – Recommended Strategy**

- Council should continue to plan for the provision of 160 parking bays on the Church/Crown land and include those spaces in the contributions plan (already identified in the Shoalhaven Local Environmental Plan for car parking), and this work can be staged, on a needs basis, and as funding permits
- The existing 78 spaces on the Owen Street car park on southern side (at 38-40 Owen Street, and including 3 Morton Street) should be protected by public covenant in any redevelopment proposal (to minimise any further parking losses and defer the need for Council to acquire other land to make up for the loss of parking)
- The reconfiguration of the existing Owen Street car park on the southern side to create an additional 40 spaces remains an option, and this will also defer the need for Council to acquire other land for parking
- Given the significant commercial floor area assumed in the study, it is recommended that the Contributions Plan should only include 160 spaces on the Church/Crown land at this point in time (with an option to also include the reconfiguration of the existing Owen Street car park to create an additional 40 spaces) and that the strategy be reviewed going forward at appropriate intervals, justified on the basis that:
  - the assessment identifies that actual forecast supply/demand (total on-street + off-street parking) will be sufficient with just the 160 spaces on the Church/Crown land (could be staged on needs basis)
  - If the Owen Street car park on the southern side was reconfigured to create an additional 40 spaces, the parking provision on the Church/Crown land could be deferred, and further staged
  - the future floor area identified in the study (permissible under the SLEP and DCP) represent a significant amount of development that is unlikely to be realised in the short or medium term, allowing the parking strategy to be reviewed over time
  - theoretical DCP demand could be less than calculated if future developments incorporate a greater proportion of residential floor area than currently assumed in the floor area estimates and if some of the commercial car parking components is also provided on-site
- The study identifies a significant amount of parking could be provided within road reserve land around the CBD however, recommends that any new on-street parking provided should not be used to cater for DCP requirements (which are to address theoretical “off-street” demand in accordance with the DCP) and accordingly,
- If Council resolves to provide additional parking in road reserves, based on the study findings this should not be incorporated into the Contributions Plan and should be considered as additional parking in excess of DCP/Contributions Plan requirements to address the higher “actual” seasonal demands that occur (over and above the minimum DCP requirements)

### **Community Engagement**

The Huskisson Traffic and Parking Studies were commenced several years ago and at the outset the community were engaged to provide input to the studies (and were requested to

provide suggestions for what types of pedestrian and traffic management treatments they wanted to see in and around the town centre).

The studies have recently been completed and the intent is to provide the technical reports. The intent was that the reports be made publicly available after consideration by Council, and subject to adoption of the recommendations. The car parking improvements in recent years on Bowen and Currumbene Street were a result of consultation with the community.

Consultation on the short term pedestrian and traffic management options are also proposed, subject to the resolution of Council. The Huskisson Woollamia Community Voice (HWCV) continues to play a key role in engaging with the community on pedestrian and car parking improvements.

### **Financial Implications**

The recommended traffic and parking works require further investigations and will be subject of future reports to Council.

The initial survey and design works for short term pedestrian and traffic management options is being funded from existing operational budgets, but part of those costs can be recouped if grant funding is approved.

A grant funding application has been submitted under the NSW Active Transport program to complete the initial pedestrian improvement works which are a high priority, if approved the works will be undertaken in 2017/18, and this will also be subject of a future report to Council.

## **CL16.135 Pedestrian Traffic Signals - Princes Highway and Junction Street, Nowra**

**HPERM Ref:** D16/387765

**Group:** Assets & Works Group

**Section:** Asset Management

**Attachments:** 1. Concept Design for Mid Block Pedestrian Signals [↓](#)  
2. Concept Design for Pedestrian Signals at Junction St [↓](#)

### **Purpose / Summary**

To report on a current Roads & Maritime Services (RMS) project (to install pedestrian mid-block traffic signals on the Princes Highway 40m to the north of Junction Street) and options to achieve a signalised pedestrian treatment at the intersection of Princes Highway and Junction Street, consistent with the approved Stockland development approval and the Nowra CBD Urban Design Masterplan (Masterplan).

### **Recommendation**

That Council:

1. Write to the Minister for Roads (the Hon Duncan Gay), the Local Member for South Coast (Shelley Hancock MP) and the RMS, to:
  - a. support the installation of traffic signals for improved pedestrian safety and object to the location of the current RMS project and
  - b. request that any investment in traffic signals should be at the intersection of Princes Highway and Junction Street, consistent with the Stockland development approval and the approved Nowra CBD Urban Design Masterplan; and
  - c. request the State Government commits additional funding to the project, in consideration of the commitments made by Council and Stockland towards the Highway safety improvements
2. Allocates funds up to \$300,000 from the Strategic Project Reserve to achieve the preferred outcome of a signalised pedestrian treatment at the intersection of Princes Highway and Junction Street consistent with the approved Stockland development approval and the Nowra CBD Urban Design Masterplan
3. Receive a report on the outcome of the design, detailed costs, and the funding arrangements with Stockland

### **Options**

1. Adopt the recommendation

Implications: Resolve to seek a pedestrian treatment at the intersection of Junction Street and the Princes Highway to achieve the preferred outcome consistent with the adopted Masterplan.

2. Not accept the recommendation

CL16.135

Implications: RMS proceeds with its current proposal and a pedestrian crossing is created at the gap in the fence, aligned to an informal car park, but away from the intersection of Junction Street and the Princes Highway.

## Background

In June 2016, the RMS contacted Council's Traffic Unit requesting feedback on a proposal to install mid-block traffic signals at the existing gap in the fence 40m to the north of Junction Street. It is understood that RMS also contacted Stockland to advise on the proposal.

Council staff recently provided feedback to RMS that it appreciated the need to improve pedestrian safety, but would not recommend the midblock location. It was strongly recommended that the traffic signals be installed at the intersection of Princes Highway and Junction Street, consistent with the Stockland approval and the adopted Masterplan.

This, and subsequent discussions prompted the following letters from RMS:

### Letter from RMS 6 October 2016

#### ***"Signalised pedestrian crossing facility within the vicinity of the intersection of Princes Highway and Junction Street, Nowra***

*As you may be aware, Roads and Maritime Services has received funding to address an existing pedestrian safety issue on the Princes Highway around Junction Street. The approved funding of \$300,000 has been allocated for physical completion prior to 30 June 2017 based on a design for mid-block pedestrian signals 40 metres north of Junction Street. A concept plan of the proposed layout is attached (Attachment A).*

*As part of the consultation process for the project, Shoalhaven City Council requested Roads and Maritime investigate the feasibility of providing signalised crossing facilities at the intersection of Princes Highway and Junction Street.*

*Roads and Maritime recognises the signalisation of Junction Street formed part of the Shoalhaven City Council's 'Preferred Road Network Strategy'. Roads and Maritime recognises it provided an in-principle acceptance of this strategy around 10 years ago. This position was based on the inclusion of the East Nowra Sub Arterial (ENSA) in the strategy.*

*Roads and Maritime remains supportive of a 'Preferred Road Network Strategy' which includes ENSA. While the exact nature of the connections to the Princes Highway will need to be revisited to ensure they remain the most appropriate for the network, the 'Preferred Road Network Strategy' remains a relevant strategy to help guide decisions. Roads and Maritime acknowledges the assistance of Council as the additional investigation has helped ensure this project is determined cognisant of the potential changes.*

*Roads and Maritime has undertaken further traffic modelling and design investigations to consider Council's suggestion of traffic signals at the intersection with Junction Street. Roads and Maritime has also given consideration to the likely costs. A summary of the findings follow:*

*a) The impact to the average travel time on Princes Highway through Nowra is predicted to be negligible in comparison to the signals 40 metres north of Junction Street. On this basis, the impact to average travel times is not a reason to proceed with the mid-block signals instead of signals at Junction Street.*

b) Existing utilities at the intersection mean the cost of a relatively standard intersection layout would be exorbitant given the need to relocate telecommunication and other buried utilities, potentially in the order of \$1-3 million. Preliminary investigations have identified multiple utilities at the intersection including underground electricity and optical fibre connections owned by Optus, Telstra and NBNco. Cost and funding aside, given the additional works involved, the project could take in excess of an additional year to complete. This would leave pedestrians exposed to existing safety issues for that period of time.

c) The alternative to the above would be to construct a substandard layout (Attachment B). Based on some recent traffic signal installations, Roads and Maritime estimate this option would cost in excess of \$600,000. Aside from being inefficient for vehicles, it would create compliance issues, particularly for pedestrians travelling north-south along the Highway. Roads and Maritime could not approve this arrangement.

d) Roads and Maritime has considered the issue of redundant work should the intersection be upgraded in the future consistent with the 'Preferred Road Network Strategy'. Even if funding was available to construct a relatively standard intersection layout at Junction Street, RMS believes such a solution would involve an equal, or perhaps greater, proportion of redundant works than signals 40 metres north of Junction Street. This is due to the need to provide widening on the Princes Highway and Junction Street to achieve an acceptable layout to accommodate vehicles, as identified in the 'Preferred Road Network Strategy'.

e) Roads and Maritime recognises pedestrian signals at Junction Street would best cater for pedestrian desire lines. Roads and Maritime is satisfied the provision of pedestrian signals 40m north would be close enough to the intersection to cater for pedestrian movements and significantly improve pedestrian safety.

Based on the above, in order to address an existing road safety problem Roads and Maritime believes it is appropriate to proceed with the immediate delivery of a signalised pedestrian crossing on the Princes Highway 40 metres north of the intersection with Junction Street."

#### **Letter from RMS 8 November 2016**

#### **"Signalised pedestrian crossing facility within the vicinity of the intersection of Princes Highway and Junction Street, Nowra**

As you are aware, Roads and Maritime Services has received funding to address an existing pedestrian safety issue on the Princes Highway around Junction Street. The approved funding of \$300,000 has been allocated for physical completion prior to 30 June 2017 based on a design for mid-block pedestrian signals 40 metres north of Junction Street.

As part of the consultation process for the project, Shoalhaven City Council requested Roads and Maritime investigate the feasibility of providing signalised crossing facilities at the intersection of Princes Highway and Junction Street.

Initial estimates by Roads and Maritime place a compliant signalised intersection with pedestrian only east-west movements at Junction Street at around \$1-3 million. Unsuitable surface levels on the north western corner and a potential concentration of utilities, including three fibre optic telecommunications lines, are the reasons for the large range in the estimate.

Roads and Maritime understands Shoalhaven City Council may be interested in continuing to pursue the option of signals at Junction Street. Given existing road safety issues, a signalised crossing for pedestrians must be provided as a matter of priority. Unfortunately

due to funding limitations Roads and Maritime cannot accept any risks associated with the cost of the delivery.

Given the above, Roads and Maritime could only consider this option if Council committed to delivering an upgrade at Junction Street before, or shortly after 30 June 2017. Such an upgrade would need to be delivered by Council under a Letter of Agreement. Roads and Maritime could potentially contribute up to \$250,000 this financial year.

If Council does wish to pursue the option at Junction Street, Roads and Maritime believes the first step towards this would be to obtain a more accurate estimate. In this regard, further investigations would need to be undertaken by Council to determine a more accurate concept estimate. Roads and Maritime estimates these investigations may cost around \$60,000 (i.e. survey, designs and estimates).

Roads and Maritime is planning to obtain surface level and utility survey for the mid-block signals before the end of this year. Roads and Maritime would be willing to assist Council's investigations into signals at Junction Street by extending the scope of a planned survey for the mid-block signals if Council committed funding the additional costs by 30 November 2016. The additional costs are estimated to be around \$30,000.

Beyond the survey, Council would need to engage suitably qualified services, including a signal designer, to prepare a concept design and detailed estimate for the Junction Street option. Council would also need to engage RMS pre-qualified contractors to deliver the works.

In order to allow time for Roads and Maritime to deliver the mid-block signals this financial year, **there would need to be a commitment by Shoalhaven City Council by the end of January 2017** to fund and manage the construction of signals at the Junction Street intersection.

This commitment would need to be accompanied by a concept design (which had in-principle support from Roads and Maritime) and detailed cost estimate (supported by survey as well as a schedule of quantities and rate).

If such a commitment has not been made by this date, Roads and Maritime will proceed with the installation of a mid-block set of signals for pedestrians to cross the Princes Highway approximately 40 metres north of Junction Street. If this occurs, Roads and Maritime highlights the mid-block signals are being provided to address an existing safety issue. Roads and Maritime recognises the signalisation of Junction Street formed part of the Shoalhaven City Council's 'Preferred Road Network Strategy'.

Roads and Maritime recognises it provided an in-principle acceptance of this strategy around 10 years ago. This position was based on the inclusion of the East Nowra Sub Arterial (ENSA) in the strategy. Roads and Maritime remains supportive of a 'Preferred Road Network Strategy' which includes ENSA and will be open to opportunities to implement the strategy in the future."

The RMS Attachments 1 & 2 (referenced above) have been provided as attachments to this report.

### Stockland Contribution

Council has held discussions with Stockland which has confirmed its preference is also for signals to be installed at the intersection of Princes Highway and Junction Street and not at the midblock location.

CL16.135

Stockland has also indicated that it is prepared to contribute to the project to ensure the signals are installed at the intersection.

Stockland has agreed in principle with a \$300,000 contribution, subject to a formal approval by Stockland.

They are generally supportive on the basis of all three parties (RMS/Council/Stockland) contributing \$300,000 initially to the project, and this figure may need to be revised higher or lower following a design and detailed estimate being undertaken.

During the discussions Stockland enquired whether a full intersection upgrade could be approved (to also incorporate additional traffic turning movements into/out of the centre), and Stockland was prepared to contribute significantly for that outcome. However this additional north bound turning movement has not been supported by RMS in the absence of other mitigation measures (such as East Nowra Sub-Arterial [ENSA], which among other significant benefits would, when connected to the Stockland centre, remove a significant proportion of Stockland traffic from the Highway)

### **Community Engagement**

There was significant community engagement during the development of the Nowra CBD Masterplan which included traffic signals at the intersection of Princes Highway and Junction Street.

The timeframes stipulated by the RMS do not allow for further community consultation at this time and to date there has been no community consultation by the RMS on their current mid-block crossing proposal.

The Nowra CBD Revitalisation Committee will be updated as the project progresses.

### **Policy Implications**

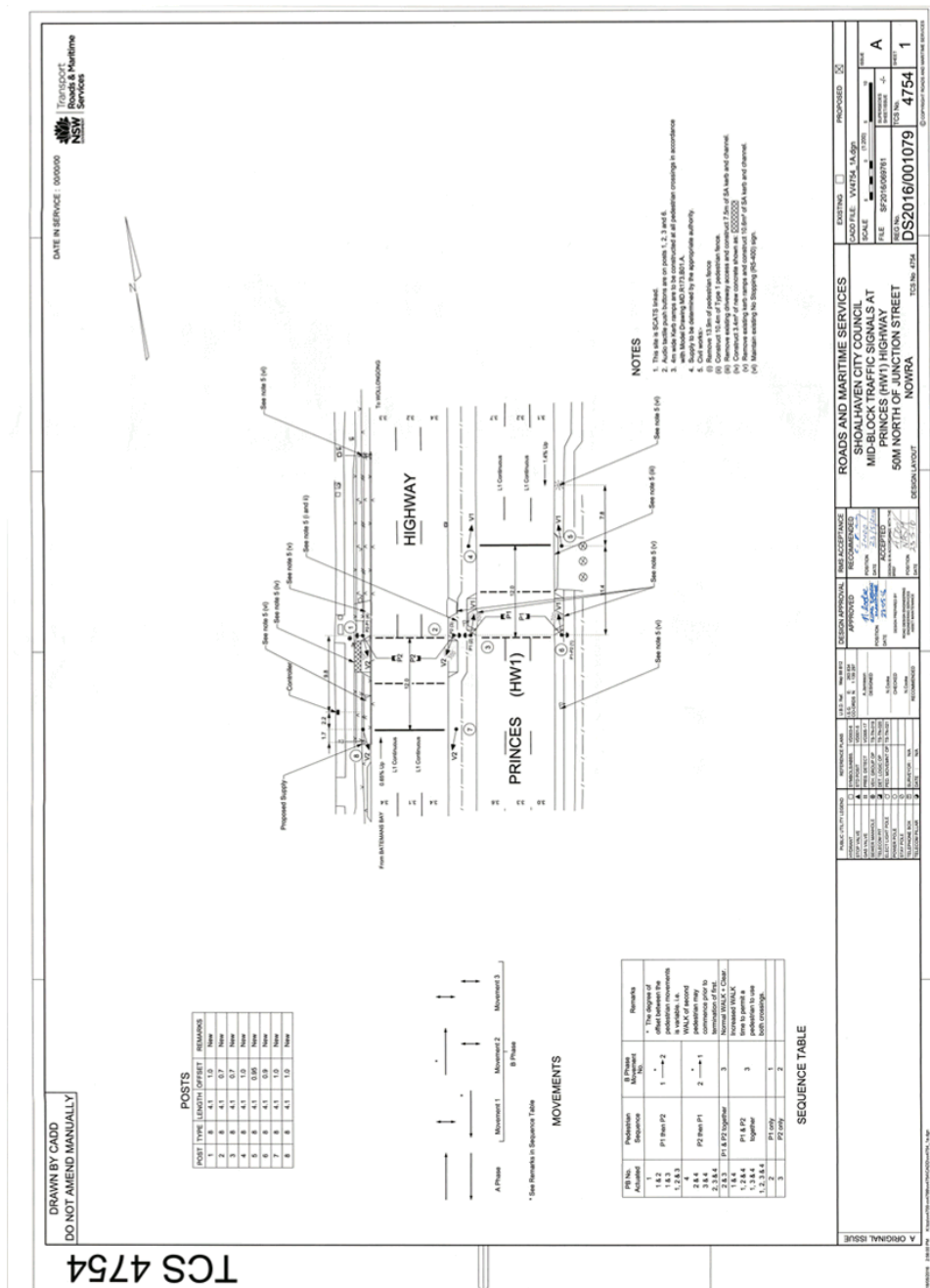
Traffic signals at the intersection of the Princes Highway and Junction Street are identified in the Masterplan. By adopting the recommendations of the report the Strategic intent of these documents is reinforced.

### **Financial Implications**

Initially \$300,000 is recommended to be allocated from the Strategic Project Reserve, with matching funds from Stockland and RMS. Council would be ensuring the critical strategies to link both sides of the highway will be accomplished and improved access to the CBD through the installation of pram ramps and lights at this location would be undertaken.

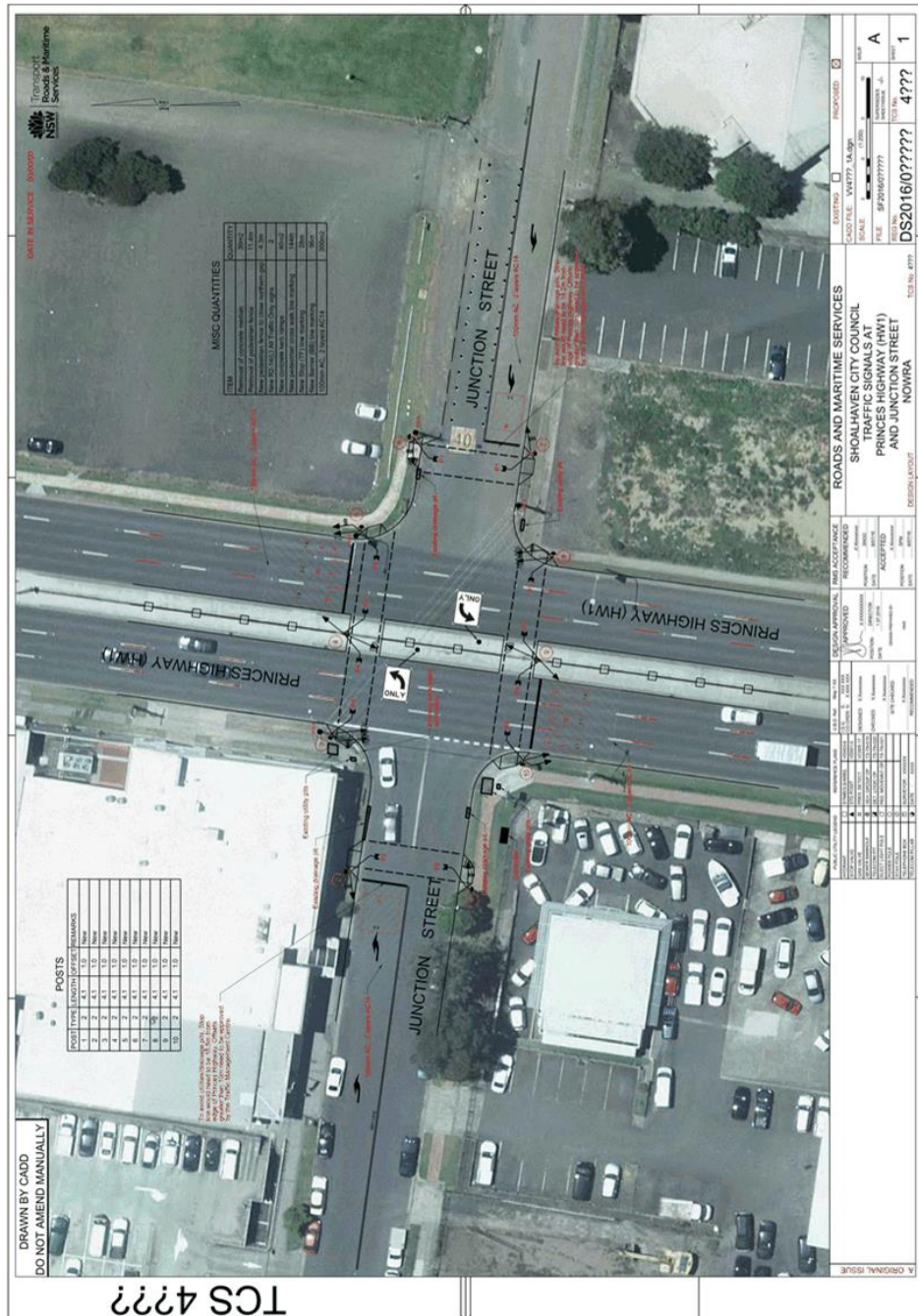
Upon completion of design a detailed cost estimate can be prepared, and financial arrangements with Stockland can then be finalised. A further report to Council is then proposed if it impacts the budget and seek further direction from Council (in early 2017).

## Attachment A – Concept design for mid-block pedestrian signals





Attachment B – Concept design for pedestrian signals at Junction Street



## CL16.136 Huskisson Wharf - Working Party

**HPERM Ref:** D16/389431

**Group:** Assets & Works Group  
**Section:** Asset Management

**Attachments:** 1. Port Venture Issues - Huskisson Wharves [↓](#)

### Purpose / Summary

To report on the results of initial investigations in response to Council's resolutions at its meeting on 25 October 2016 concerning the berthing encroachment of the vessel "Port Venture" operated by Jervis Bay Wild.

### Recommendation

1. That membership of the working party consist of a representative of RMS, Crown Lands, Jervis Bay Wild, David McDonald and Terry O'Connor representing Huskisson Wharf Management Committee and Chris Mitchell representing inclusive tourism.
2. The working party be chaired by Councillor (*name to be inserted*)
3. The working party not proceed in the event that a suitable nearby mooring for the vessel "Port Venture" is secured beforehand from RMS to the satisfaction of Jervis Bay Wild.

### Options

1. Adopt the recommendation
2. Determine an alternative membership arrangement for the working party

### Background

Council at its meeting on 25 October 2016 resolved that :

1. *"Council reconfirm its policy of 2013 that the use of Huskisson Public Wharves continue for the broad community benefit of both recreational and commercial users with priority given for the loading and unloading of passengers and goods;*
2. *Council not support the loss of limited public berthing space for the exclusive benefit of adjacent commercial vessels;*
3. *Wharf owners consent not be provided to allow modification of the Huskisson western public wharf by the adjoining commercial vessel owner;*
4. *Council request the RMS for a 3 month grace period for the implementation of the new berthing arrangements*
5. *Council establish a working party within the 3 month grace period to support negotiations between the tour operator and the Wharf Management Committee to seek a resolution to the berthing arrangements for accessibility purposes that would be suitable for all parties.*

And as a separate resolution:

*The General Manager explore the opportunities and alternatives for boat mooring with surrounding land owners and report back to Council.”*

With respect to resolution above:

Senior Council staff met with the upstream owner on site on 21 November 2016 . The upstream owner has a wet area occupation licence with Crown Lands for the waterfront (including a slipway) . The owner would not negotiate in relation to modifying his wet area licence tenure and politely and respectfully responded by answering “no” to any encroachment into his licenced area.

### **Community Engagement**

With respect to resolution 5 above:

Council wrote to the Huskisson Wharf Management Committee asking for nominations for the working party. The Committee has nominated two representatives David McDonald and Terry O'Connor as identified in the recommendation. It is requested that a Councillor be nominated at this meeting to chair the Working Party.



November 8, 2016.

Mr. Russ Pigg  
General Manager  
Shoalhaven City Council  
NOWRA NSW 2541

Dear Mr Pigg,

**RE: WORKING PARTY FOR JERVIS BAY WILD PONTOON & ACCESS TO PORT VENTURE**

I understand that there is to be a working party established comprising Council staff to work through the issues around the berthing area of Jervis Bay Wild's Port Venture. We have been aware of these various issues relating to Port Venture's berthing since she was purchased.

It is of paramount importance that Port Venture's access for passengers with disabilities is maintained as this is a world-class facility available right here in the Shoalhaven and a great attraction for travellers (and the Shoalhaven community) who have a disability. We believe that Port Venture is the only vessel in the world which facilitates people in wheelchairs to observe dolphins and whales on the bow and can facilitate the hoisting of passengers with disabilities into the boom net or even into Jervis Bay for snorkelling. It is therefore highly desirable that the seamless access for people with disabilities to this vessel is maintained.

As you are no doubt aware Jackie and myself are dedicated to ensuring that people with any type of disability can access all aspects of life and be accepted into mainstream communities. Our business Hansa Sailing Systems sponsored the 2016 Shoalhaven Business Chamber Inclusion Award; and our non-profit association, It's Heaven Inclusive Tourism sponsored the South Coast Tourism Inclusion Award. At the Award dinner 2 weeks ago, Jackie and myself were jointly presented with the Outstanding Contribution to Tourism Award.

Also in August we encouraged FACS to hold the Ministerial Accessible Tourism Forum in Nowra and organised for the Accessible Events Workshop for Shoalhaven staff to be run by Paul Nunnari. We also recently held the UN World Tourism event on Port Venture where the NSW Minister for Ageing and Disability, The Hon. John Ajaka came on the Port Venture cruise with 80 Shoalhaven community members of all abilities. On 3<sup>rd</sup> December – UN International Day for People with Disability, It's Heaven Inclusive Tourism has arranged another cruise on Port Venture.

Hansa Sailing Systems Pty Ltd ABN 56 079 318 031  
4/4 Cumberland Ave, Nowra, NSW, 2541, Australia  
PO Box 5048, Nowra DC, NSW, 2541, Australia  
Telephone: +61 2 4403 0595 Fax: +61 2 4403 0598  
E-Mail: [info@hansasailing.com](mailto:info@hansasailing.com) Website: [www.hansasailing.com](http://www.hansasailing.com)



While Jackie is very keen to ensure the very best outcome for inclusive tourism in the Shoalhaven, she is struggling with her current workload and so has requested that if at all possible that I represent her and It's Heaven Inclusive Tourism on the Shoalhaven Council working party. The outcome of Port Venture's berthing arrangements is important for the future of Inclusive Tourism in the Shoalhaven – and indeed in Australia.

I have considerable experience and understanding of ways and means for wheelchair users to board all sorts of boats and believe I can make a positive contribution to finding a workable compromise which will satisfy the different parties who are arguing about usage of Huskisson public wharf, but also ensure a workable outcome for disabled people.

Please contact either myself or Jackie to discuss further.

4403 0595

Chris mobile 0413 484 740

Yours sincerely,

A handwritten signature in black ink that reads "Chris Mitchell". The signature is written in a cursive, flowing style.

Chris Mitchell.

## **CL16.137 Driveway Repair Works - 30 Alexandra Street, Berry - H L Stanger & D J Felton**

**HPERM Ref:** D16/389073

**Group:** Assets & Works Group

**Section:** Works & Services

### **Purpose / Summary**

To seek Council approval to carry out works on private land at 30 Alexandra Street, Berry to rectify damage to a driveway caused by a tree growing in the verge. This report is required to gain approval for private works at no cost in accordance with Section 67 of the Local Government Act.

### **Recommendation**

That, in accordance with Section 67 of the Local Government Act,:

1. Council undertake work to restore the driveway to 30 Alexandra St, Berry at an estimated cost of \$1,600 and at no cost to the owner; and
2. On completion of the works, Council receive a further report outlining the final costs of the rectification works

### **Options**

1. Council accept the recommendation as presented.

Implications: The large tree growing in the verge has caused damage to the driveway, preventing the gate to the property from closing. The proposed works are necessary to restore functionality to the driveway whilst preserving an important and significant street tree.

Future repairs maybe required as the tree grows.

2. Council not proceed with the work as recommended.

Implications: Council could request the owners undertake the necessary repairs, but this would be unreasonable given the cause of the problem.

3. Council not accept the recommendation, giving reasons and propose an alternative resolution.

Implications: Removal of the tree would address the ongoing issues in this location, but this is not recommended given the significant size and historical value of the tree. Approvals and community engagement would need to be considered before advancing this option.

### **Background**

A Kauri Pine (the tree) located in the verge outside 30 Alexandra St, Berry is impacting that property's driveway. The roots from the tree have lifted a section of the driveway and this is obstructing the property's gate from closing. The tree is also damaging the road infrastructure. See photos below.

CL16.137



**Driveway Displacement****Damage to Driveway and Kerb**

The tree was planted as a memorial to those who died in the Great War of 1914 to 1918 and is listed as a heritage item. The tree has been inspected by Council's arborist and a structural assessment has been undertaken indicating that the tree is in good health. Therefore, it is proposed to retain the tree and make adjustments to the infrastructure.

It is proposed to remove and replace 4m of kerb and gutter, one driveway layback and 8 square metres of coloured, stencilled concrete driveway. Half of the driveway portion being on private land, 30 Alexandra St. The estimated cost of the works is \$5,400, including work on private land to the value of \$1,600.

Council is not responsible for the construction or maintenance of driveways. However, in this instance the Council tree is causing damage so it is appropriate that Council funds the rectification works at no cost to the owner.

### **Community Engagement**

The property owners of 30 Alexandra Street have been kept informed of the proposal to undertake driveway repairs.

### **Financial Implications**

The works will be funded by existing operational budgets.

CL16.137

## CL16.138 Sale of Council Land to RMS - Upgrade of Princes Hwy - Berry to Bomaderry

**HPERM Ref:** D16/385301

**Group:** Assets & Works Group

**Section:** Business & Property

**Attachments:** 1. Walsh & Monaghan Valuation report (under separate cover) [↗](#)

### Purpose / Summary

To seek approval for the sale of various Council land parcels between Berry and Bomaderry to RMS relating to the upgrade of the Princes Highway. The location of the Council land can be seen in the attachments the larger Lots of DP 1210528 are adjacent to the Gladioli Estate.

### Recommendation

1. Council approve the the sale of the following land parcels, located along the Princes Highway between Berry and Bomaderry. The land parcels to be compulsory acquired by RMS at the agreed compensation of \$110,500 as determined by Walsh & Monaghan Valuers:
  - a. Lot 11 DP 249692 (93.1 sqm);
  - b. Lot 12 DP 249692 (44.7 sqm);
  - c. Lot 435 DP 1210528 (1,250.6 sqm);
  - d. Lot 9 DP 249776 (49.3 sqm);
  - e. Lots 411 & 431 DP 1210528 (3,694 sqm);
  - f. Lots 412 & 432 DP 1210528 (5,725) and
  - g. Lot 1 DP 664944 (349 sqm).
2. All costs associated with the sale of the Council land parcels to be paid by RMS and the proceeds of the sale be allocated to the Property Reserve.
3. The Common Seal of the Council of the City of Shoalhaven be affixed to any documents required to be sealed, otherwise the General Manager be authorised to sign any documentation necessary to give effect to this resolution.

### Options

1. Proceed as recommended.

Implications: RMS will be able to meet their program for planning and design for the Berry to Bomaderry Princes Highway upgrade.

2. Not proceed as recommended.

Implications: RMS will be delayed in the program for the Princes Highway between Berry and Bomaderry.

CL16.138



## Background

In May 2016 RMS requested Council's agreement to the compulsory acquisition (compulsory acquisition is being applied given the "Community" classification of some land parcels which by its action extinguishes any implied public trust attached to the land) of various Council land parcels for the reconstruction of the Princes Highway between Berry and Bomaderry. Council advised that it agreed to the acquisition of the land on the basis of agreement on compensation and costs.

Based on the above it was agreed RMS and Council would jointly appoint Walsh & Monaghan Valuers to determine the compensation to be paid for the acquisition of the land parcels. The compensation per land parcel is as follows:

Folio Identifier	Area (m <sup>2</sup> )	Location	Value \$	Classification
11/249692	93.1	Princes Hwy, Jasper Brush	1,000	Operational
12/249692	44.7	Princes Hwy, Jaspers Brush	500	Operational
435/1210528 (Pt 630/882833)	1,250.6	Princes Hwy, Bomaderry	7,500	Community
9/249776	49.3	Princes Hwy, Bomaderry	500	Operational
411&431/1210528 (2/806783)	3,694	Princes Hwy, Bomaderry	95,000	Community
412&432/1210528 (11/776413)	5,725			
1/664944	349	Princes Hwy, Meroo Meadow	6,000	Operational
<b>Total</b>			<b>110,500</b>	

Refer to the attached Walsh & Monaghan valuation report for location plans, copies of deposited plans and photos of the various land parcels.

## Community Engagement

The upgrade of the Princes Hwy by RMS is a well documented and visible project. The RMS advised in April 2015 the concept design was finalised and there is further information available on their website, the larger Lots affected under DP 1210528 are adjacent to Gladioli Estate as seen in the Attached valuation report. No consultation has been carried out by Council.

## Financial Implications

Council will be compensated for land that currently sits unembellished, providing little or no community benefit. The compensation payable is to be allocated to the Property Reserve for utilisation on other Council property projects.

CL16.138

## **CL16.139 Sale by Expression of Interest - Lot 1 DP 1021332 George Evans Road, Mundamia - Update**

**HPERM Ref:** D16/392335

**Group:** Assets & Works Group  
**Section:** Business & Property

### **Purpose / Summary**

In accordance with s10A(2)(d)(i) of the Local Government Act 1993 some information should remain confidential and will be considered as part of a separate confidential report to Council. It is not in the public interest to disclose this information as it contains “commercial information of a confidential nature that would, if disclosed, prejudice the commercial position of the person who supplied it”.

To inform Council of the current status of the sale by Expression of Interest of – Lot 1 DP 1021332 George Evans Road, Mundamia.

### **Recommendation**

That Council, in accordance with Section 10A(2)(d)(i) of the Local Government Act 1993, consider a separate confidential report on this matter in accordance with Section.

### **Options**

1. Council accept the recommendation as presented.

Implications: Consider a separate confidential report which outlines progress to date

2. Provide further direction to staff and propose an alternative.

### **Background**

At Council’s Ordinary Meeting of 19<sup>th</sup> April 2016 (MIN16.829C) Council resolved to “*sell Lot 1 DP1021332 George Evans Road, Mundamia*” via an expression of interest process, submissions closed on 16<sup>th</sup> September 2016 and were reported to Council.

The preferred purchaser has withdrawn from the process and now Council needs to consider whether it should commence negotiations with any of the other EOI’s presented or to take some other action.

The established evaluation and probity plans for Mundamia, ensure transparency of the process and ensures dealings in public land considers the public interest.

## CL16.140 Proposed Site Cost Estimates - Milton Ulladulla Men's Shed

**HPERM Ref:** D16/385877

**Group:** Assets & Works Group

**Section:** Business & Property

**Attachments:** 1. Proposed Costings for Works - Milton Ulladulla Men's Shed [↓](#)

### Purpose / Summary

To consider a request for financial assistance from the Milton Ulladulla Men's Shed (MUMS) to facilitate a future development of a Men's Shed facility on Part Lot 1 DP 1137716 (part of the former Ulladulla Sewerage Treatment Plant), Camden St, South Ulladulla.

### Recommendation

1. Council resolves not to provide the requested financial assistance to Milton Ulladulla Men's Shed to facilitate the future development of a Men's Shed facility on Part Lot 1 DP 1137716 and that the Milton Ulladulla Men's Shed be advised accordingly.

### Options

1. Adopt the recommendation.

Implications: Council will provide access and tenure to the site but are not providing financial assistance to MUMS for the site establishment, this will require them to raise funds to cover the identified preliminary site costs in addition to the funds required to construct the shed. This will jeopardise or prolong their ability to move from their current premises before the 30<sup>th</sup> June 2017 deadline. Funds are not available in the current budget to support the Mens Shed establishment costs.

2. Council provide \$64,464 in financial assistance as requested (Not recommended) by

- a. Providing a low interest loan repayable over the proposed five year licence period. Repayments would be \$272.42 per week (refer to financial implications below for more detail), similar to other Men's Shed arrangements or
- b. Instruct staff to identify other capital works, equivalent to \$64,464, which could be deferred to future years and fund the assistance out of the 2017-18 Capital Budget.

Implications: There are currently no surplus funds available in any of Council's existing budgets. The above are the only options available to source funds should Council decide financial assistance is warranted.

3. Not adopt the recommendation and provide further direction to staff.

### Background

Council at its meeting of 22<sup>nd</sup> November 2016 (MIN16.931), resolved in part:

*"That the Executive of Milton Ulladulla Men's Shed be requested to provide, as soon as possible, a proposal and costings for any works they wish Council to consider funding*

CL16.140

*such as fencing, clearing works, removal of concrete & pipes, soil samples etc., for the Old sewer treatment plant.”*

### **Cost Estimates**

MUMS have obtained cost estimates for the preliminary site works required before they can commence the future development of a Men’s Shed facility on the former Ulladulla STP site. These costs have been identified as significant funding items for MUMS due to the associated site conditions. This information is provided as Attachment 1.

A summary of the estimated costs from MUMS are tabled below. When considering these estimates, no provisions have been made for the Men’s Shed group to undertake in kind works which could reduce expenditure and therefore these estimates could be reduced.

<u>Fencing</u>	\$ 18,650.50
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This will delineate the proposed Licensed area from the remainder of the site, provide security and realign existing fence along northern side which is not on the boundary line.

<u>Clearing works combined with removal of pipes and concrete pits</u>	\$ 18,040.00
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Involves removal of tree/shrubbery for fencing & service areas and disposal of northern part of existing fence (not on the boundary line).

Removal and disposal of three large concrete pits and approximately 60m of 450mm pipe previously associated with the sewerage site operations. This will provide unrestricted access within the building envelope and involve restoration of excavated area with clean fill.

<u>Soil Testing and Implementation Plan</u>	\$ 7,683.50
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This will determine potentially contaminated soil and extent of remediation works to allow future development on the site.

<u>Sewerage and Water Services combined</u>	\$ 13,090.00
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This will involve investigation and installation of sewerage/water services.

### Electricity Services

(a) new – Not recommended by Council staff	\$124,190.00
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(b) current service to works site	\$ 0
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<u>(c) new pole plus (b)</u>	\$ 7,000.00
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### Installed within proposed Licensed area

<b>Total excluding “Electrical Services – New” above</b>	<b>\$ 64,464.00</b>
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Upon assessing this information from MUMS, the establishment of a new electrical service is not feasible. An alternative option is to seek approval from Shoalhaven Water to transfer the electricity supply that once provided power to the disused sewerage treatment site which runs from the road to a power pole within close proximity of the Men’s Shed site. Therefore the electrical supply amount of \$124,190 is not recommended to be funded and consequently the total amount being sourced is \$64,464.

CL16.140

**Financial Implications**

Council does not currently have funds available to facilitate the funding request from MUMS.

If Council proceeds with Option 2 (a) the low interest loan would be granted over 5 years at 3.5%, resulting in a total repayment of \$70,830, with an annual repayment of \$14,166 (or \$272.42/week) and total interest of \$6,366.

No work has been done on the identification of capital works that could be deferred. This work will be undertaken should Council proceed with Option 2 (b).

Milton Ulladulla Men's Shed  
Quotes for Works Required  
Part Lot 1 DP 1137716

The Milton Ulladulla Men's Shed Executive have identified several major cost items that are unique to the proposed Licence sited at the disused Ulladulla Sewerage Works. Explanatory notes and quotes for each item are included in the following:

Fencing. Fencing is required to separate the MUMS's Licence site from the main body of the disused sewerage tanks and structure. Also the fence, along the northern side, is not aligned with the property boundary having originally followed a path to allow for dumping of sewerage waste. This part of the fence is overgrown with scrubby regrowth and in a poor state of repair. A fencing contractor has stated that the cost of repositioning this part of the fence would be more costly than the erection of a new fence. The total length of the proposed fencing, as per the enclosed quote, is 210 metres at a cost of \$18,650.50.

Clearing Works. Clearing of the site includes removal of shrubbery surrounding and intruding into the proposed Licence area, plus removal of one large tree and several smaller regrowth trees to allow access for fencing, power and other services. The clearing quote also includes removal and disposal of the northern part of the fence that is not aligned with the proposed Licence area. Once these earlier works are completed, the quote includes slashing of the long grass followed by heaping of the removed shrubbery into one pile. The enclosed quote for the all clearing work amounts to \$18,040.00.

Removal of Pipes and Concrete Pits. Three large concrete pits and about 60 metres of 450mm pipe will need to be removed to give unrestricted access to the proposed building envelope. The quote called for stacking of the whole pipes within the fenced area next to the SES complex, disposal of the concrete and any broken pipes, and restoration of the excavated area with clean fill. The quote for this item is combined in the quote for the Clearing Works amounting to \$18,040.00.

Soil Testing and Implementation Plan. Soil testing and an implementation plan for the future use of the Licence area are required. The requirement has been broken down into two phases, namely, soil testing and implementation. Terra Insight who was given access to documentation detailing limited soil testing undertaken about ten years ago, has given a firm quote of \$4,383.50(inc) for the first phase. Depending on the results of the tests, Terra Insight has provided an indicative quote of \$3,300.00 (amount added to last page of quote) for a total of \$7683.50.

Sewerage & Water Services. The undeveloped nature of the block results in no services being immediately available. To the North of the site, there is a main sewer line that runs through Crown land. Access would also require traversing Crown land and which most likely would involve a lengthy process of acquiring easement approval presumably at some additional cost. Because of the elevation, this service would require a pump-out system but is probably the most probable accessible service.

2.

Meanwhile, alternatives are being pursued. The first is the possibility of connecting to the pump-out system utilized by SES. However, our understanding is that this is a private service and, if the capacity is proven to be sufficient to service both SES and MUMS, SES agreement and resolution of the costs will be required. Again, because of the elevation difference, MUMS would still require a pump-out system. The second possibility, as an interim solution, would be to connect to the sewer main that runs outside the eastern boundary of the site. This is located on Council land and has the added advantage in that the elevation difference would possibly negate the need for a pump-out system. However, because of the conflict with the proposed development of the whole disused sewerage site, this option may not be acceptable. Nonetheless, as an interim only pending development, consideration should be given to this alternative. When development proceeds, MUMS would connect to the sewer main servicing the developed site.

Water service is not immediately available and would have to run from and be metered off Camden Street. 90 metres of pipe would be needed and would run through the easement to the rear of the SES complex.

The sewerage and water supply have been included in a combined quote of \$13,090.00.

Electricity Services. Providing access to an electrical service has proven to be the most problematical. On the understanding that MUMS would need to access a new service from the mains power supply in Camden Street, a quote was sought from South East Power Lines. This supply would have to traverse across Council Land to the rear of the SES complex. The quote sought was based on the South East Power Lines experience with contract work for Endeavour Power and the extent of required work that the latter would probably demand. South East Power determined that major upgrades would be necessary which, when totalled with other necessary infrastructure, would cost \$124,190.00.

Alternatives were examined but only one emerged as a feasible possibility. Currently, electricity supply is still provided to the Shoalhaven Water distribution point that once supplied the disused sewerage site in total. The 3-phase service runs from the roadside to a private power pole located just two metres outside of the furthest western point of MUMS proposed Licence area. Shoalhaven Water would lose access to this service if transferred for the use of the MUMS's complex. The future utilization of this electricity supply for Shoalhaven Water is unknown but, if declared redundant and transferred to MUMS as it currently exists, would result in minimal cost to MUMS. Further the connection to the proposed MUMS's facility would run underground thereby eliminating the need to otherwise remove a number of trees. The one proviso, as noted, is that the proposed Licence area may need to be adjusted to include the private pole. As an alternative to this adjustment, South East Power Lines has indicated that another power pole (the existing pole could not be reused) could be installed the two metres to come within the proposed Licence area although the cost of this undertaking would amount to about \$7,000.00.

3.

In light of the relatively large cost of providing a new electricity service to the proposed Licence area, consideration of utilizing the existing Shoalhaven Water service should be seriously considered.

Cost Summary. The following is a summary of the unanticipated major costs involved with establishing a MUMS' complex on the disused Ulladulla sewerage site.

Fencing	\$ 18,650.00
Clearing Works combined with Removal of Pipes and Concrete Pits	\$ 18,040.00
Soil Testing and Implementation Plan	\$ 7,683.50
Sewerage and Water Services combined	\$ 13,090.00
Electricity Services	
(a) new	\$ 124,190.00
(b) current service to works site	\$ 0
(c) new pole plus (b)	\$ 7,000.00

7 December 2016

Attached: Quotes for above works.

Tim Jamison  
President

Tel: 02 4454 2045  
Mob: 0417 405 486  
Email: [tjamison47@yahoo.com.au](mailto:tjamison47@yahoo.com.au)



## CL16.141 Climate Change Action Committee - Membership and Purpose

**HPERM Ref:** D16/382782

**Group:** Planning & Development Services Group

### Purpose / Summary

To determine the membership and purpose for the Climate Change Action Committee.

### Recommendation

That Council

1. Endorse the membership of the Climate Change Action Committee consisting of all Councillors and the General Manager;
2. Endorse the Purpose of the Climate Change Action Committee as follows:
  - a. To make recommendations to improve Councils response to potential impacts of climate change.
  - b. To improve sustainability within the Shoalhaven Local Government area.
  - c. Develop a Prioritised Action Plan that will empower the Shoalhaven Community to be more sustainable and improve the sustainability of Council operations and activities.
  - d. Identify and action funding opportunities which will improve Council's sustainability and its understanding and readiness of potential impacts of climate change.
  - e. Identify ways to educate the community about sustainability and the potential impacts of climate change.
  - f. Display strong leadership to the community by recommending sustainability and resilience building actions to Council for consideration
3. That the quorum for the Committee be 5.

### Options

1. Endorse the membership, purpose and quorum for the Climate Change Action Committee.

Implications: Meetings for the Climate Change Action Committee can be scheduled.

2. Determine a different membership and purpose for the Climate Change Action Committee.

Implications: Meetings for the Climate Change Action Committee can be scheduled.

### Background

At its meeting of 15 November 2016, Council's Strategy and Assets Committee resolved that:

*"Council reinstate the Climate Change Action Committee"*

CL16.141

This was in relation to a notice Motion from Cllr Gartner. The following information was provided as background for the Notice of Motion.

*“A fund of \$500 million has just been announced to fund research and responses to climate change. SCC needs to be in a position to access these funds for initiatives that will protect our coastal resources, and increase resilience throughout our community in the face of predictable and unpredictable impacts of the climate change. Further, the Shoalhaven must be in a position to support the Australian Federal Government as it aims to reach its commitments to the Paris Climate Treaty just signed.”*

To facilitate the establishment of the Committee membership, function and quorum need to be specified and is necessary before a meeting can be convened.

### **Community Engagement**

N/A in the context of this report. CE will occur at relevant times to inform the committee on key issues.

## CL16.142 NSW Climate Change Policy Framework and associated Plans

**HPERM Ref:** D16/386445

**Group:** Planning & Development Services Group  
**Section:** Environmental Services

**Attachments:** 1. Submission [↓](#)

### Purpose / Summary

To

1. Advise Council about the Draft NSW Climate Change Policy Framework and associated Plans.
2. Make a submission to ensure that the Climate Change Fund provides appropriate opportunity for local government participation.

### Recommendation

That Council endorse the submission at Attachment 1 for information.

### Options

1. As recommended

Implications: The timeline for submissions was very short and did not enable time to report to Council. The NSW Government are seeking feedback on operational issues to ensure that the funding and policies can be delivered in a way that ensures maximum benefit to the community.

### Background

The NSW Government has released a Climate Change Policy Framework. This Framework

- defines the NSW Government's role in reducing carbon emissions and adapting to the impacts of climate change;
- sets policy directions to guide implementation of the framework;
- commits NSW to achieving aspirational long-term objectives of net-zero emissions by 2050 and to help NSW become more resilient to a changing climate; and
- sets out next steps for implementation.

The policy provides important context for the Government's approach to climate change. It sets two aspirational objectives:

- achieving net zero emissions by 2050; and
- NSW being more resilient to a changing climate.

CL16.142

The government has also announced a \$500 million funding package and released two draft climate change and energy savings plans for public consultation:

- Draft Climate Change Fund Strategic Plan
- A Plan to Save NSW Energy and Money.

<https://engage.environment.nsw.gov.au/Environmental-Future-Consultation>

A submission responding to the opportunity to comment on the issues and needs of local Councils is at Attachment 1.

### **Community Engagement**

N/A

### **Policy Implications**

Failure to comment within the submission period could lead to the government making uninformed decisions about local government involvement.

### **Financial Implications**

Failure to comment within the submission period could reduce the accessibility to the \$500 million fund.

### **Risk Implications**

N/A

Climate Change and Resource Efficiency Policy Branch  
NSW Office of Environment and Heritage  
PO Box A290  
Sydney South, NSW 1232  
Australia

[Environmental.future@environment.nsw.gov.au](mailto:Environmental.future@environment.nsw.gov.au)

**Dear Madam/Sir**

Submission on the *Draft Climate Change Fund Strategic Plan* and a *Draft Plan to Save NSW Energy and Money*.

Thank you for the opportunity to comment on the exhibited Plans. It's refreshing to see the NSW government showing leadership on addressing Climate Change. Comment below address each of the two plans on public exhibition.

From the perspective of a regional Council, the most interesting opportunity will come through the energy efficient government and infrastructure stream.

The Draft Plan to Save NSW Energy and Money

The opportunities outlined in the plan for local councils appear to be limited to:

- street lighting; and
- adoption of the voluntary Government Resource Efficiency Policy

The emphasis in the plan on public street lighting is of concern. Many Councils are locked into contracts for their street lighting and the high maintenance bills associated with replacing globes before the end of their life is prohibitive under these contracts. Councils realise that there is an opportunity to reduce energy through street lighting, however we also need to take into consideration the terms of our lighting contracts and the added landfill burden of retiring workable assets early.

While many Councils would be interested in adopting the NSW Government Resource Efficiency Policy (GREP), the reality is that the yearly reporting requirements are too onerous on staff resources. Without available funding tied to sustainability and energy saving outcomes it is difficult for Councils to prioritise these activities over core needs of the community for maintenance and services.

I question how many state government agencies have been able to successfully implement the GREP. Feedback from the workshop that staff attended is that agencies were struggling with it. Therefore, to assume that local governments can voluntarily adopt this Policy with limited or no funding incentive is questionable. Page 26 of the Plan states that if Councils adopted the GREP '*communities would benefit through downward pressure on council rates due to lower energy bills for councils*'. This is simply not true and should be removed. The rating pricing is so complex in nature that this factor alone does not have the ability to exert 'downward pressure' of any significant consequence. It is misleading and over simplistic.

The preferred options for energy efficient homes are well thought out. The Home Energy Action Program for vulnerable households is making a difference. The suggestions for increasing energy efficiency for tenanted homes is commendable and well targeted. A ratings program (similar to that running in the ACT) for energy efficient homes should assist home buyers to make more informed decisions.

### **Draft Climate Change Fund Strategic Plan 2017-2022**

Of the three streams identified in the Strategic Plan, preparing for a changing climate and accelerating advanced energy is where Councils are most likely to focus.

#### *Preparing for a Changing Climate*

Councils are aware of the physical assets at risk to climate change impacts. There is a serious risk that Councils will not be in a position to reinstate assets damaged by climatic impacts. It's important that the NSW government lobby the federal government to change the Natural Disaster funding requirements. Through this funding, Councils are only able to rebuild 'like for like'. To future proof our local areas we would prefer to be able to build 'like for better' or relocate the asset. This is a key adaptation strategy that is effectively hampered by government regulation.

Assets damaged by natural disasters were often designed and constructed without any consideration of climate change impacts, when these assets are damaged replacing them on a like for like basis is often the least climate resilient option. A number of options considerate of climate change impacts need to be considered such as 'relocation' 'retirement' 'sacrificial design' 'resilient design' and funding should be allocated to consider these options.

The strategy correctly identifies that vulnerable communities are less likely to have the capacity to cope with the impacts of climate change. Solutions to ease heat stress for the elderly and vulnerable need to be prioritised.

Often the NSW Government gives priority to 'regionally scaled' projects. Adaptation is often a localised issue and it is recommended that funding be available on a local council scale rather than regionally.

#### *Accelerating Advanced Energy*

Councils are constantly aiming to make fleets cheaper to run and more sustainable. Moving towards electric cars is only a win if we also implement the renewable energy sources to provide the power to the cars. Otherwise we have cars powered by coal. Investigation of public investment in electric vehicle charging infrastructure and associated renewable energy power supply is supported.

Any strategy of the government should also consider encouraging people to commute to work by bicycle and leave their cars at home. This is by far the best option from an emissions and energy use perspective and needs government support.

To stimulate energy and money savings at the local government level, the NSW Government could consider a funding scheme targeting Councils similar in nature to the previous 'Waste and Sustainability Improvement Program'. This Program was particularly successful at driving change because it provided a yearly income to be spent on specific sustainability initiatives. This allowed staff to identify achievable opportunities and prioritise expenditure. The reporting requirements were well thought out and the scheme resulted in some large energy saving wins and renewable energy installations.

The laws around the recycling of products need to be simplified. The orders from the EPA which govern the reuse of recycled materials could benefit from review. Currently the reuse of recycled materials is so limited that opportunities to reduce landfill and increase efficiencies are being lost. A review would need to look at the orders with respect to the technology used to process waste.

There is also a case for the fast tracking of resource recovery infrastructure that will provide direct climate change emission reductions through its operations. The planning processes can be time consuming and confusing.

In summary, Councils have a range of ideas ready to go to reduce emissions and improve our resilience to Climate Change impacts. What we need is funding to make these ideas a reality.

Yours sincerely

Kelie Lowe  
Manager, Environmental Services

## CL16.143 National Roads Congress 2016

**HPERM Ref:** D16/382624

**Submitted by:** Clr Mark Kitchener

**Attachments:** 1. National Roads Congress Report [↓](#)

### Purpose / Summary

To provide a report from Clr Mark Kitchener on the National Roads Congress 2016 held in Toowoomba Queensland 9-11 November 2016 in accordance with Clause 3.3(e) of the Council Members – Payment of Expenses and Provision of Facilities Policy.

### Recommendation

That Ordinary Meeting receive the report from Clr Mark Kitchener on the National Roads Congress 2016 for information.

### Options

1. Receive the report for information
2. Request further information on the conference

CL16.143



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**Report to Council**

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**National Local Roads and Transport Congress 2016**

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<b><u>Date:</u></b>	<b>9-11 November 2016</b>
<b><u>Venue:</u></b>	<b>Empire Theatre Toowoomba Queensland</b>
<b><u>Theme:</u></b>	<b>Local Infrastructure Developing Regions and Driving Productivity</b>
<b><u>SCC Representatives:</u></b>	<b>Councillor Mark Kitchener Council Staff Martin Uptis</b>
<b><u>Key Note Speakers:</u></b>	<b>Martin Matthews Hon. Darren Chester MP</b>
<b><u>Conference Format:</u></b>	<b>Key note address in the mornings, presentations before lunch, panel and workshops in the afternoons.</b>

**Keynote Presentations:**

The 2016 Local Roads and Transport Congress concentrated on the challenges of local roads infrastructure and the need for funding reform to increase productivity at a local, regional and national level. The three tiers of government are focusing on road reforms to deliver increased benefits for all Australians.

The key freight routes connecting the towns and cities of Australia need attention. Many local roads and key assets, such as bridges and culverts, have reached their use by date and have become the major part of the nation's backlog issues. In many instances they are no longer fit for purpose and will cost \$19 billion to bring up to today's standard.

As such, the capacity of these roads to meet the current and forecast additional transport demand is severely limited. It could be considered there is a need to deal with the back log and underspend on infrastructure development.

'Under the Heavy Vehicle National Law (HVNL) local government, as a road manager, is responsible for allowing access for restricted access vehicles on their roads, and the conditions under which they will operate.' The first and last mile access burden falls on local government

to improve. Local Government with the least revenue is responsible for the largest task, asset management.

The Shoalhaven City Council should be commended for advocating to acquire additional funds from Federal and State Governments to complete the Princes Highway from Berry to Bomaderry and construct a new bridge across the Shoalhaven River. The Princes Highway is the life line of the south coast and improvements thus far have contributed to an increased prosperity for all who live here. Continued regional growth depends on the completion of this vital link.

Further to this the Shoalhaven City Council has invested heavily and consistently in the tourism industry and has led other south coast councils by paying the lion's share in the successful Destination NSW 'Unspoilt' campaign. A continuous marketing campaign that attracts and encourages dispersal of tourist populations across the region and increases length of stay and overall spend.

With the completion of the Berry to Bomaderry section of the Princes Highway will come added investment in infrastructure and an increase in tourist and resident populations. While the highway construction is underway the Shoalhaven City Council might once again, consider providing increased incentives to attract large companies to relocate to the Flinders Industrial Estate or find a suitable location in Berry or Bomaderry to take advantage of the decentralization priorities of the State Government.

The Shoalhaven City Council can help communities adapt to economic change by encouraging growth in new and innovative industries, identify and arrange key local community needs and consider regional priorities. Furthermore, council can continue to attract investors of successful enterprises, like Manildra in Bomaderry and Willinga Park Equestrian Centre at Bawley Point.

In his key note presentation Martin Matthews posed the question 'Should we focus on enhancing the performance of the system or on finding a new paradigm?'

The invention of the motor vehicle changed the way we did business. Refrigerated shipping gave access to international markets while air freight gave access to most markets in the world.

The world is now on the cusp of another paradigm shift. Long term strategy needs to be rethought for the long term future and for strategic options. To continue with the current approach will cost tens of billions of dollars.

A fundamental problem in Australia is the inability to forward plan. The Roads and Maritime Service for example plan five years at a time but have no long term strategy. Twenty to fifty year plans are non-existent.

Emerging patterns in parts of the world indicate people are changing attitudes towards transportation and some are deciding to share vehicles rather than buy one which is far more

cost effective. Some city dwellers will not necessarily purchase vehicles at all. Traffic lights will become museum artifacts.

Solutions like UBER are coming whether governments are ready for them or not. Autonomously driven vehicles and electric cars will have an impact on public transport. Road trains of rubber wheeled vehicles will require dedicated corridors in specific locations around cities and they will do what freight trains do.

Transport innovations will use 21<sup>st</sup> century guidance systems that will reduce costs drastically. Heavy trucks will be able to travel greater distances, with larger loads, at faster speeds. Technology for transport will do what supermarkets did for food distribution.

In her presentation Nicole Spencer commented, modern vehicles effectively pay less than older less fuel efficient vehicles. More efficient vehicles will travel longer distances on less fuel but will use more of the road surface. Automated vehicles are on the way and new innovations for heavier trucks are already in existence.

Once driverless cars become mainstream, revenue sources from driving related violations will decrease greatly with significant impacts for local government budgets. Reductions in parking fees and random breath test fines combined, will cause the source of funding into roads to become unsound. Climate change impacts on infrastructure will lead to increasing costs and scarcity of resources.

Recent estimates suggest that by 2030 Australian states and territories could face a combined budget deficit of \$50 billion based on current expenditure trends.

Government allocation of funds for road and transport infrastructure has been occasional and inadequate since the 1800s and needs reform. The current system for funding our roads is untenable. Fuel excise raises less than half of the revenue but the cost to maintain and build roads grows. To exacerbate the problem electric vehicles will pay no fuel excise. Fuel excise has become progressively regressive and this has attracted the attention of governments.

It has been proposed that fuel excise and registration fees can be replaced by revenue from direct road user charges which will ensure a sustainable and secure long term funding base for road provision construction into the future and enhance quality of life. Fiona Simpson stated there needs to be a 'consistent targeted strategic spend on infrastructure.'

There is an expectation of real changes to the road system in the next five years. User charges for heavy vehicles will occur within five years and for other motorists within ten years. Who will be the winners and losers of this proposed strategy? How will country people and outer suburban residents be impacted?

Governments and councils will have to work together to address this paradigm shift. A collaborative and consultative process should develop across all levels of government. Investing

public money needs to have an aligned view of priorities and investments. Sensible choices need a high level of collaboration and alignment between the stewards of the system. This alignment must be built between all tiers of government and include public organizations.

Jeremy Parkinson said 'local roads are unable to find funding but sporting stadiums are attracting many millions of dollars.' The road funding answer lies in priority allocation. Somehow local governments have to persuade the federal government that the bucket of money to fix the nation's roads is simply not enough.

The Australian road network covers more than 817 000 kilometres. Local governments across the country are responsible for more than 657 000 kilometres, which is 80% of the nation's roads. These roads are primarily funded through council rates and are vital local community assets that provide citizens with access to premises, jobs, schools, health care, businesses and commercial opportunities.

Transport investment allows business to have greater access to labor markets and opens businesses up to new and expanding markets. Good systems connect people to markets and their place of work and are about good productivity. Transport planning will need investment for a different future.

Case studies identify that many councils are actively engaged in regional transport planning and that these processes could be replicated across Australia, with appropriate support. Some regions already using a collaborative approach to road funding are: Central NSW Councils (CENTROC), City of Albany WA, Eyre Peninsula Local Government Area SA (EPLGA), Hume Region Vic, Legume to Woodenbong Road alliance NSW & Qld (LWRA), North-Eastern Freight Route, NSW, Riverina Eastern Regional Organisation of Councils NSW (REROC), South Eastern Queensland Councils of Mayors Qld (SEQ), and the Western Australian Wheatbelt Region WA.

While some freight should utilize rail, much of it will depend upon the national road network. Projects that give benefits to the broader region and the nation itself are looked upon favorably and these projects need to be promoted in all parts of the country.

Jeremy Parkinson commented further saying that 'governments must focus on the real opportunities for spending the right money, in the right place, to optimize economic prosperity for all Australians.' Plans have to be developed by all levels of government so there is transparency and no duplication. Plans need to be supported by a robust debate around infrastructure priority lists to address infrastructure gaps. Not every locality will be happy with the outcome.

Transport innovations, technology, changing attitudes, the need for conserving resources and a constrained budget environment have caused fuel excise duty, road user charges, motor vehicle charges and other transport revenue to diminish and become unsustainable into the future. Governments will need to change the forms of regulation and direct user changing is being

investigated. Revenue for roads is under review and preliminary discussions indicate future transport projects will be funded by private/public partnerships.

Dr. Andrew Higgins presented information on the 'Transport Network Strategic Investment Tool' which is the largest and most detailed transport optimization tool ever built for agriculture.

It is an evidence based, data science investment strategy for developing new transport networks. It provides data on average rail usage per year and determines where agriculture can be moved from road to rail. It has been created after widespread consultation with over 220 000 enterprises or production locations, comprising 98% of Australia agriculture.

Initially, this strategic tool was developed for the Northern Territory beef industry in 2013. It has now been improved to provide a snapshot of how much it costs to move commodities around the country and determine costs for each industry. The tool maps the freight task all over the country continuously and determines long distance transport routes and vulnerable supply chains.

This tool allows analyst's to track movements of beef, sugar, grains, dairy, cotton, pigs, rice, horticulture, poultry, sheep, goats, stock-feed, buffalo and plantation forestry to measure impacts on the nation's roads. Impacts of every enterprise can now be measured nationwide.

Vehicle counts can be determined for any road and rail across Australia. Average vehicle movements per year can be measured resulting in information about what, where and how many trucks are being used, understanding where choke points are and finding advances in freight productivity.

The information can be applied to: facilitate new freight hubs, measure impact of disruption to networks, recognize the resilience of networks, determine road upgrades, improve rail facilities optimal locations, regulate bridge renewal, fix first and last mile sealing and widening, identify technical improvements to expand road networks, detect the need for broader road features and pinpoint road accessibility issues.

These improvements to 'first and last mile access' and networks result in savings by being able to start a journey in a larger vehicle, for example a semitrailer, a B double type 1 or type 2 or a road train. Vehicle and train expenses model optimal vehicle selection.

The newly constructed, privately owned, Toowoomba airport will be flying produce directly to China in the near future. If producers can't get their product to market then free trade agreements are not worth the paper they are written on. For free trade agreements to be successful there needs to be corresponding infrastructure investments. Infrastructure investment could reduce costs by developing more efficient road networks and load points for rail lines and air freight.

In addition to efficiency improvements, the Hon. Darren Chester MP said, 'roads also need to be safe and maintained to provide connectivity both socially and economically.' The State Government is focused on reducing road trauma. Targeting black spots is a cost effective way of reducing road trauma. The State Government is responsible for allocating infrastructure funding to the local government but it operates in a constrained budget environment.

David Bobberman said all countries around the world are experiencing a plateau in terms of safety performance. Australia like Canada and Iceland needs smarter ways to cover the vast areas of the country. Line marking has become a priority. It is a low cost high/impact strategy that has improved road safety in a shorter time frame than treating specific intersections at incremental levels.

On the other hand, Anthony Albanese said 'the importance of local roads to the national economy cannot be underestimated. Local roads need to have a national focus. There is a need to keep local roads in good shape and an absolute need to understand the pressures put on local government by financial impacts of maintaining local roads.'

Funding Allocation Grants (FAGs) are now on a lower base after the first three years of freezing. The hardest hit by this freeze are those that can least afford it. Small rural councils have been forced to postpone infrastructure projects and as such, there is a need for a more significant relationship between federal and local government.

Comparison between metropolitan cities and rural Australia verify regional councils are spending a disproportionate amount of funds on bridge repair and road maintenance. \$1700 per capita as compared to \$200 per capita for metropolitan counterparts. Spending on black spot and bridges renewal program has seen a vast underspend on what was promised and this has had a direct impact on local communities.

There are 84 845 kilometres of local urban roads compared to 600 725 kilometres of local rural roads. The vision for local roads just needs to be prioritized. Funds need to be allocated more effectively and equitably.

Funding infrastructure improvements is a significant challenge so the government is investigating direct user charging. Road funding for the autobahn in Europe has come about by charging tourists. It is also believed road pricing will provide greater efficiencies.

Part of the solution is to initiate decentralization programs into rural areas. One challenge in the cities is growing congestion so the government would like to see a more balanced population growth across the nation. The Government is hoping the inland freight rail will contribute to decentralization by relocating people away from major cities to rural areas. The government is also committed to embracing the opportunity of seizing improvements in technology.

Deputy Mayor of Moree Sue Price, stated that local roads are important to local businesses. Substandard local roads cause supply problems for getting produce to markets. Natural disasters inhibit goods getting to market because local regional road networks have not improved over the years. If producers are unable to get a product to market on time the high prices are lost. The condition of roads impacts on high prices for goods.

The current state of roads is limiting many regional roads from being fit for purpose for the 21st century. A not fit for purpose road is akin to having natural disasters occurring all the time. The government must do more than replace like for like.

Australia's key freight routes need attention and regional freight networks are not functioning as well as they could. National freight routes need better integration with other land use infrastructure. Networks need to be dedicated to deliver fast turnaround systems to maximize productive use during peak periods.

Ian Murray discussed the need to strategically plan for a national freight and supply chain strategy and the removal of unnecessary regulation. Efficiencies can be obtained through the capacity for debt raising, innovation, innovation in funding models, and by diverting investments and funding from east coast cities to strategic regional infrastructure. Australia needs to focus on big picture stuff and have a strategic plan for product in and product out.

Roads constructed in the 1960s need upgrading. Regional transport solutions must underpin the national understanding. Supply chains show visions for regions and provide investment to deliver transport solutions to regional Australia as well as state and national networks.

Government must focus on a collaboration strategy to develop regional freight networks. Roads are everyone's responsibility.

Mayor Peter Petty of Tenterfield rightly or wrongly describes Mount Lindsey Road as Australia's worst road that the Roads and Maritime Service considered for closure. The constraints are significant, it has a narrow seal with a width of 5 metres, it undulates through national parks where vehicles are unable to pass and it is in very poor condition and deteriorating quickly.

Mount Lindsey Road provides a critical freight route, is a northern corridor with critical access to southern Queensland and is used to deliver produce to ports. The route has to deal with cross boarder issues but brings significant benefits to the economy.

Tenterfield Council had to raise the profile of the road with other levels of government to have it reclassified. Tenterfield council saw the need to break down the barriers, collaborate with six other councils, representatives of the transport industry, the Roads and Maritime Service, local members and a large number of stake holders for the purpose of working in the same direction to achieve common goals.

The attempts to convince governments to invest in this road were successful and the State and Federal governments committed an initial \$24 million to upgrade Mt Lindsey road starting in 2016.

Over time there have been significant improvements to highways and rail to take commodities to ports for distribution but unsealed road networks are going backwards. Local roads comprise 80% of the road network, 65% are unsealed and the 35% that are sealed need selective upgrades to increase productivity significantly.

John Zannes of the Central NSW Councils (CENTROC) said there is a need to identify strategic transport routes across regions and create a true regional way of thinking about road networks. Thirteen councils west of the Great Dividing Range including Cowra, Parkes, Forbes, Orange, Bathurst, Oberon and Cabonne to name a few have come together to solve transport issues by planning regional roads.

Similarly, Neil Ogilvie of Riverina Eastern Regional Organisation of Councils, NSW (REROC) said, Temora, Hume, Junee, Snowy Valley, Riverina, Lochart, Wagga Wagga, Coolamon and others have come together for cross council communication and collaboration, connecting with government and industry to form strategic regional road groups.

Understanding freight movements for a vast range of industry across a whole region helps identify constraints and determine where the pinch points are to develop a highly productive road network and improve efficiencies in all industries. As new transport vehicles are invented there are impacts on the current road networks which inhibit the efficient and effective movement of freight.

Evidence based arguments are needed to change the priority of local roads to have them placed on the government expenditure list. Local government needs to put propositions to other levels of government to get the money. It is necessary to develop business cases and place the information in the hands of local members so the members become the regions greatest advocate and keep raising the roads profile so it will have to be funded eventually.

Complimentary to integrated national freight routes is the proposed inland freight rail which is 1700 kilometres of rail from Melbourne to Brisbane. The alignment is via Albury, Parkes, Moree and Toowoomba. This freight line completes the backbone of Australia's freight rail network.

Inland rail is the safe sustainable solution to Australia's freight challenge and will transform the way we move freight around the country. It will be a road competitive rail service, based on transit time, reliability and cost. The inland rail will cost \$10.5 billion and is on track to be completed in 10 years.

This is the biggest rail project in Australian rail and is wanted by transport providers, farmers, miners and governments. It will consume 1.6 million sleepers, 17 000 tonnes of precast bridge units, 20 million cubic meters of earthworks, 2.5 million tonnes of ballast, 138 tonnes of rail,



181 turnouts, 16 kilometres of culverts and 15 000 construction workers at its peak. Mass production of beams, bridges and culverts will provide economies of scale driving the costs down.

New South Wales will require mainly upgrades of existing infrastructure. Victoria will require enhancement works getting containerized trains under bridges and is a civil engineering challenge. Queensland, on the other hand, will require new builds in green fields and constitutes 60% of the cost. Construction will occur within parts of the existing live network, maintaining service to customers, while unlocking new opportunities for mining and agriculture.

There will be five new tunnels through the Great Dividing Range from Toowoomba to Brisbane. The Toowoomba tunnel is the single largest capital item and the biggest challenge is dealing with ventilation for the heat generated by diesel engines. Viaducts will also be needed.

The year 2016 has seen the concept design completed for eleven projects and is finalizing the environmental impact study documents and feasibility design for Parkes to Narromine and Narrabri to North Star.

The Department of Finance is approaching private enterprise for \$9 billion and is receiving a good response from the market. It is expected that private investment will displace the need for public investment. Programmed delivery innovations will be guided by lessons learned from other mega projects worldwide.

Robert Fuller stated 'inland rail must have linkages to Brisbane and intermodal terminals. Linkages and intermodal terminals are needed in order to be effective. Huge efficiencies will be gained from inland rail but bipartisan support is necessary for success.'

Inland rail needs a commitment not only from this government but from future governments. Governments in Australia seem to lack the vision for the grand plan. In order to build something that is durable transport plans need to survive the changing of the guard. It is imperative to develop a standing regional committee of several councils that remain after a four year political term.

**Conclusion:**

The current cost benefit system fails local roads so funding reforms are being investigated to cater for future demands. The timing is right to focus on the transport agenda and push for increasing infrastructure investment for the long term and advocate for increased permanent funding for roads. While the State Government has money in the coffers and interest rates are the lowest they have been it is time to develop the right strategies and make sure the system is equitable for all citizens across the country.

All the speakers at the congress indicated that local government would like to be an active participant at the table in all aspects of road reform. A coordinated effort between all tiers of government will improve the states' regional roads network and an integrated whole government approach could realise a strategic infrastructure plan. Being in the room working together with other levels of government makes everyone part of the solution. Included among those sitting at the table must be someone who has the authority to make decisions or reports directly to the minister.

To gain a bigger slice of the economic pie the Shoalhaven City Council needs to continue collaborating with other regional councils to build a strong evidence base and further develop its ability to lobby state and commonwealth governments. It is reasonable to think that developing projects regionally in partnership with state and federal governments will lead to positive outcomes and create a culture of collaborative innovation.

It is becoming a necessity to focus more on creating new and more effective partnerships and collaborate with others to maximize achievement of strategic and regional goals.

Joint Organisations (JO) have been initiated by the current State Government and are a means to talk to other levels of government. Joint Organisations are becoming effective regional groups that will become the voice for the region, will speak on behalf of the member councils that are aligned with a regional vision and the state government will have to take these organisations seriously.

Joint Organisations sit on the committee with the Department of Planning because the success of regional plans ultimately rests on collaboration. The Shoalhaven City Council could use the structure of Joint Organisations to compel the government to support the region by forging a closer relationship with both the federal and state governments.

In addition to working with the Illawarra/South Coast Joint Organisation, the Shoalhaven City Council, Goulburn Mulwaree Council and Palerang Shire Councils are partnering together to fund an upgrade for a 32.7 kilometre section of road between Nerriga and Sandy Point via Oallen Ford. If the funding application is successful this will create a heavy vehicle freight route greater than 15 tonnes eventually linking Nowra with the Hume highway.

The King's Highway west of Bateman's Bay is being upgraded making access to the Shoalhaven and the South Coast easier for those travelling from Canberra. There are no expansive deep water working ports in the Shoalhaven strategically positioned to attract coastal shipping. It is highly unlikely that State Rail will ever cross the Shoalhaven River due to other priorities and prohibitive costs. It is improbable that the Navy will increase civilian freight transport out of ALBATROSS air base due to security risks. It therefore seems reasonable for the Shoalhaven City Council to concentrate on and further improve access to the Shoalhaven via the Princes Highway.

The Princes Highway is a critical freight/tourist/commuter route and is used to deliver produce to markets. Continued advocacy to provide funding for the Berry to Bomaderry section of the Princes Highway is critical for the growing prosperity of the south coast region.

Working closely with local members both state and federal, maintaining a high profile on the South East Australia Transport System Committee (SEATS) and continuing to find efficiencies through a shared services model by being a Joint Organization member is essential if the Shoalhaven is to attract the necessary funding to see the Berry to Bomaderry section of the Princes Highway constructed in the foreseeable future.

Clearly, there is a political will for councils to unite on a regional basis over issues like regional roads, regional tourism, regional strategies and work along-side each other to achieve regional outcomes. However, when it comes to funding applications councils have to compete with each other and history shows councils to be poles apart in this regard. When it comes to the crunch unless a regional plan is truly cohesive it will fall apart due to deals made behind closed doors. Local politicians need to step forward and say we must fix this problem together.

It is reasonable to think, all south coast councils must come together and focus on the bigger picture of the region similar to the councils west of the Great Dividing Range. Shared objectives and shared goals can be achieved through direct communications and collaboration. There is a need to unite and become more political or local governments will be rolled by state and federal government every time.

We cannot solve transport problems on our own, nor can we expect others to do it for us, it is necessary to form partnerships with the three tiers of government, non-government agencies and the public sector and do it together in order to achieve the best outcomes for the Shoalhaven and the South Coast.

Councillor Mark Kitchener

## LOCAL GOVERNMENT AMENDMENT (GOVERNANCE & PLANNING) ACT 2016

### Chapter 3, Section 8A Guiding principles for councils

#### (1) Exercise of functions generally

The following general principles apply to the exercise of functions by councils:

- (a) Councils should provide strong and effective representation, leadership, planning and decision-making.
- (b) Councils should carry out functions in a way that provides the best possible value for residents and ratepayers.
- (c) Councils should plan strategically, using the integrated planning and reporting framework, for the provision of effective and efficient services and regulation to meet the diverse needs of the local community.
- (d) Councils should apply the integrated planning and reporting framework in carrying out their functions so as to achieve desired outcomes and continuous improvements.
- (e) Councils should work co-operatively with other councils and the State government to achieve desired outcomes for the local community.
- (f) Councils should manage lands and other assets so that current and future local community needs can be met in an affordable way.
- (g) Councils should work with others to secure appropriate services for local community needs.
- (h) Councils should act fairly, ethically and without bias in the interests of the local community.
- (i) Councils should be responsible employers and provide a consultative and supportive working environment for staff.

#### (2) Decision-making

The following principles apply to decision-making by councils (subject to any other applicable law):

- (a) Councils should recognise diverse local community needs and interests.
- (b) Councils should consider social justice principles.
- (c) Councils should consider the long term and cumulative effects of actions on future generations.
- (d) Councils should consider the principles of ecologically sustainable development.
- (e) Council decision-making should be transparent and decision-makers are to be accountable for decisions and omissions.

#### (3) Community participation

Councils should actively engage with their local communities, through the use of the integrated planning and reporting framework and other measures.

### Chapter 3, Section 8B Principles of sound financial management

The following principles of sound financial management apply to councils:

- (a) Council spending should be responsible and sustainable, aligning general revenue and expenses.
- (b) Councils should invest in responsible and sustainable infrastructure for the benefit of the local community.
- (c) Councils should have effective financial and asset management, including sound policies and processes for the following:
  - (i) performance management and reporting,
  - (ii) asset maintenance and enhancement,
  - (iii) funding decisions,
  - (iv) risk management practices.
- (d) Councils should have regard to achieving intergenerational equity, including ensuring the following:
  - (i) policy decisions are made after considering their financial effects on future generations,
  - (ii) the current generation funds the cost of its services

**Chapter 3, 8C Integrated planning and reporting principles that apply to councils**

The following principles for strategic planning apply to the development of the integrated planning and reporting framework by councils:

- (a) Councils should identify and prioritise key local community needs and aspirations and consider regional priorities.
- (b) Councils should identify strategic goals to meet those needs and aspirations.
- (c) Councils should develop activities, and prioritise actions, to work towards the strategic goals.
- (d) Councils should ensure that the strategic goals and activities to work towards them may be achieved within council resources.
- (e) Councils should regularly review and evaluate progress towards achieving strategic goals.
- (f) Councils should maintain an integrated approach to planning, delivering, monitoring and reporting on strategic goals.
- (g) Councils should collaborate with others to maximise achievement of strategic goals.
- (h) Councils should manage risks to the local community or area or to the council effectively and proactively.
- (i) Councils should make appropriate evidence-based adaptations to meet changing needs and circumstances.