Strategy & Assets Committee 10 May 2016 - Item 22

BUNDANON Attachment A

Monday 16 November

Shoalhaven City Council Attn: General Manager P.O. Box 42 Nowra, NSW 2541 Australia

Dear Mr Pigg,

Shoalhaven City Council Received

27 NOV 2015

Referred to: A.Lissende

Reference: Development Application RA15/1002

Consistent with Council's "Policy on Waiving of Development Application Fees and Other Fees for Charitable Organisations and Community Groups" (Council's Policy) I am writing to request reimbursement of the fees paid for RA15/1002. The application was lodged on 15th October 2015 by Locale Consulting, on behalf of Bundanon Trust. The information below addresses the exemption criteria included in Council's Policy.

Bundanon Trust was established on 22 March 1993 as a Company Limited by Guarantee under the Commonwealth Authorities and Companies Act (CAC Act), now the Public Governance, Performance and Accountability Act (PGPA Act). The Trust is wholly owned by the Australian Government and is a registered charity with DGR (Donor Gift Recipient) status. Bundanon Trust is charity registered with the Australian Charities and Not For Profits Commission (ACNC). Evidence of this is attached in the form of our Charity Register Summary.

Further evidence of our eligibility is supported by the established exemption of rates payment by our organisation. This will be on your records.

Bundanon Trust was established when the Australian Government accepted the gift of Bundanon and Riversdale, 1100 hectares on the Shoalhaven River, from the Australian artist Arthur Boyd and his wife Yvonne on behalf of the Australian people.

RA15/1002 does not involve an ongoing commercial venture. The proposal is designed to enable the Trust to move forward with the implementation of the Riversdale Masterplan which proposes three new buildings, associated parking, access and landscaping works, as well as the refurbishment of some existing buildings, all located on the Riversdale site. The proposal is designed to achieve the mission of the Bundanon Trust to "support arts practice and engagement with the arts through its residency, education, exhibition and performance programs. In preserving the natural and cultural heritage of its site Bundanon also promotes the value of landscape in all our lives".

Specifically, the Riversdale masterplan will:

- Create a safe and defendable gallery space for Bundanon's unique art collection;
- Expand opportunities for children, artists and the public to access education and arts based programs;
- Continue to strengthen the cultural attractions and events sector in the Shoalhaven; and,
- Generate revenue for the future economic sustainability of the Bundanon Trust and the Shoalhaven region.

Bundanon Trust has lodged a Masterplan application as it does not yet have the funds to undertake the development. The aim of securing the Masterplan approval is to enable the Trust to seek grant and other funding for this important cultural development.

As a not-for-profit organization, Bundanon Trust relies on corporate or personal contributions and donations to support our concerts and events, education programs and artists in residence. In turn we hope to make sure that the thousands of school children and hundreds of artists who stay on the Trust's properties every year can keep coming - regardless of their financial circumstances. All our programs rely on the generous support of our individual donors.

The cost of developing the Masterplan and the lodgment of this DA has been funded from our limited operating funds. We have engaged consultants and developed the plans and reports to support the proposal, diverting funds from our core programs. Our investment in the Masterplan has been a significant burden, in direct costs and the extensive time and effort involved in developing the project. The direct costs incurred to date exceed \$200,000 and the estimated investment in the project planning and engaging with the community and all levels of government by our management team exceed \$100,000.

Bundanon Trust clearly satisfies the criteria based on your policy number POL13/109, being

- · a not for profit organisation,
- · a Registered Charity and
- not involved in an ongoing commercial or business type venture such as a nursing home or childcare centre.

As you are aware, the potential opportunities for our local region will be immense and we now seek your support under clause 2.4 for reimbursement of the Development Application fees.

Should you require further information please do not hesitate to contact me.

Yours sincerely

Deborah Ely

Chief Executive Officer

Cc Richard Montgomery, Chief Operating Officer; Doris James, Finance Manager



ABN Lookup

Current details for ABN 72 058 829 217

ABN details

Entity name:

BUNDANON TRUST

ABN status:

Active from 01 Nov 1999

Entity type:

Australian Public Company Registered from 01 Jul 2000

Goods & Services Tax

(GST):

Main business location:

NSW 2540

Australian Charities and Not-for-profits Commission (ACNC)

BUNDANON TRUST is registered with the Australian Charities and Not-for-profits Commission (ACNC) as follows:

ACNC registration

From

Registered as a charity view ACNC registration 2

03 Dec 2012

Business name(s)

Business name

From

BUNDANON 2

01 Jun 2004

Trading name(s)

Trading name

From

BUNDANON TRUST

19 May 2000

ASIC registration - ACN or ARBN

058 829 217 View record on the ASIC website 2

Charity tax concession status

BUNDANON TRUST is a Charitable Institution endorsed to access the following tax concessions:

Tax concession	From
GST Concession	01 Jul 2005
FBT Rebate	01 Jul 2005
Income Tax Exemption	01 Jul 2000

Deductible gift recipient status

BUNDANON TRUST is endorsed as a Deductible Gift Recipient (DGR) from 01 Jul 2000. It is covered by Items 1 & 4 of the table in section 30-15 of the Income Tax Assessment Act 1997.

BUNDANON TRUST operates the following funds, authorities or institutions. Gifts to these funds, authorities or institutions may be deductible.

Fund, authority or institution name

DGR Item

From

BUNDANON CULTURAL FUND

Item 1

01 Jul 2000



Please read **Deductible Gift Recipient (DGR)** information before making a gift.

ABN last updated: 15 Jun 2014

Record extracted: 06 Feb 2015

Disclaimer

The Registrar of the ABR monitors the quality of the information available on this website and updates the information regularly. However, neither the Registrar of the ABR nor the Commonwealth guarantee that the information available through this service (including search results) is accurate, up to date, complete or accept any liability arising from the use of or reliance upon this site.





ACNC Charity Register Summary

Bundanon Trust

Charity Details

Name Bundanon Trust

Other Name

Charity ABN 72058829217

Charity Address for Service finance@bundanon.com.au

Charity Street Address 170 Riversdale Rd

North Nowra NSW 2540

AUSTRALIA

Website

E-Mail admin@bundanon.com.au

Phone

About the Charity

Date Established 01/01/1993

Who the Charity Benefits Aboriginal or TSI

General community in Australia

People with Disabilities

Women

Size of Charity Large

Financial Year End 30/06

Where the Charity Operates

Operating State(s) ACT

NSW QLD VIC

.

Operates in (Countries)

Using the information on the Register

Information on this Register has been provided to the ACNC by the charity or transferred from the Australian Taxation Office (ATO) and the Australian Business Register (ABR). If information is not shown, this may be because the charity has not yet provided the information or because the ACNC is progressively confirming and uploading information received. The ACNC may also approve information be withheld from the Register in certain circumstances. The Register will be updated over time as we work through the information received and any applications for information to be withheld. Read more about information on the Register.





ACNC Charity Register Summary

Bundanon Trust

Registration Details

Entity Type Charity

Sub-Entity Type Advancing culture (01/01/2014)

Registration Status Registered

Basic Religious Charity N

Responsible Persons

Position Name

Chairperson Shane Simpson

Registration Status History

Effective Date Status

03/12/2012 Registered

SubType History

Start Date End Date Entity Subtypes

1/01/2014 Advancing culture

3/12/2012 31/12/2013 Another purpose beneficial to the community

Annual Reporting

Document	<u>Status</u>	Date Received
AIS 2013	Received	03/03/2014
AIS 2014	Received	20/01/2015
AIS 2015		
	AIS 2013 AIS 2014	AIS 2013 Received AIS 2014 Received

Charity	1'5	Do	CII	me	nts
VIIIIII	, 3	20	u	1116	1113

Date	Document Type	Description
03/03/2014	Financial Report	AnnualReport2013-FINAL.PDF
20/01/2015	Financial Report	2014 Financial Report Bundanon Trust.pdf

Using the information on the Register

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ACNC Charity Register Summary

Bundanon Trust

20/01/2015 Governing document BT Constitution.pdf

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City Administrative Centre

Bridge Road (PO Box 42), Nowra NSW Australia 2541 - DX 5323 Nowra Phone: (02) 4429 3111 - Fax: (02) 4422 1816

none. (02) 4429 3111 - 1 ax. (02) 4422 1010

Southern District Office

Deering Street, Ulladulla - Phone: (02) 4429 8999 - Fax: (02) 4429 8939

Email: council@shoalhaven.nsw.gov.au

Website: www.shoalhaven.nsw.gov.au

For more information contact the Planning & Development Services Group

POLICY ON WAIVING OF DEVELOPMENT APPLICATION FEES AND OTHER FEES FOR CHARITABLE ORGANISATIONS AND COMMUNITY GROUPS

Policy Number: POL13/109 • Adopted: 18/02/1997 • Reaffirmed: 21/12/2004 • Amended: 24/07/2007, 14/04/2009, 20/07/2011, 23/11/2012, 19/09/2014 • Minute Number: MIN97.72, MIN04.1598, MIN07.1041, MIN09.429, MIN12.1280 • File: 23618E • Produced By: Planning & Development Services Group • Review Date: 30/06/2015

PURPOSE

This policy exempts certain applicants/ organisations from the payment of fees associated with Development Applications (DAs), Construction Certificates (CC) and applications under Section 68 of the *Local Government (LG) Act 1993* (including sewerage management facility, temporary/ mobile food and street stall approvals), subject to certain exemption criteria.

2. PROVISIONS

2.1. Exemption criteria

The following exemption criteria apply:

- (a) The applicant is a non-profit organisation, such as;
 - a registered charity and evidence of registration as a charity has been provided to Council; or
 - a local community or sporting group registered with Council's Community Services Directory; or
 - a school: or
 - a Council project of a "community" nature.
- (b) The application does not involve an ongoing commercial or business type venture such as a nursing home or childcare centre.

2.2. Waiver threshold for DAs and/ or CCs

The sum of all of the fees associated with either a DA or CC application does not exceed \$1,500 or, in the case of a proposal requiring both DA and CC, the total of all fees do not exceed \$2,000.

2.3. Payment of fees for DAs and/ or CCs

Applicants/ organisations who meet the exemption criteria in clause 2.1 are required to pay upfront any amount above the fee waiver threshold set in clause 2.2. The applicant/

Shoalhaven City Council - Policy on Waiving of Development Application Fees and Other Fees for Charitable Organisations and Community Groups

organisation can apply for reimbursement of the amount paid and Council will consider this request on merit in accordance with clause 2.4.

Applicants/ organisations who do not meet the exemption criteria must pay the scheduled fees upon lodgement of an application and may apply for reimbursement in accordance with clause 2.4.

2.4. Reimbursement of fees for DAs and/ or CCs

If a reimbursement of the fees is sought, a written request outlining the grounds for reimbursement must be submitted. The matter will then be referred to Council's Policy and Resources Committee for consideration by Council. Any donations by way of whole or partial reimbursement determined by the Council will be paid out of the "unallocated donations" budget or a source identified in Council's resolution.

2.5. Waiver for applications under S68 of the LG Act 1993

2.5.1. Sewerage management facility applications

For sewerage management facility applications, applicants/ organisations who meet the exemption criteria in clause 2.1, may seek to waive the fee for such applications. A written request outlining the grounds for waiver must be submitted and the matter will be referred to Council's Policy and Resources Committee for consideration.

2.5.2. Temporary/ mobile food and street stall applications

For temporary/ mobile food and street stall applications, applicants/ organisations who meet the exemption criteria in clause 2.1, do not need to pay an application fee at the time of lodging such applications.

3. IMPLEMENTATION

The Planning and Development Services Group (P&DS) administers this policy.

4. REVIEW

This policy statement will be reviewed annually by the P&DS Group as part of the overall annual review of Council's Delivery Program and Operational Plan.

5. APPLICATION OF ESD PRINCIPLES

None Applicable.

REPORT OF GENERAL MANAGER

STRATEGY AND ASSETS COMMITTEE

TUESDAY, 8 MARCH 2016

PLANNING AND DEVELOPMENT

ITEMS TO BE DEALT WITH UNDER DELEGATED AUTHORITY

1. Generic Community Lands Plan of Management - Natural Areas No 7 - Proposed Amendment - Stormwater Discharge File 20861E, 29352E, 51952E

SECTION MANAGER: Kelie Lowe.

PURPOSE:

To inform the Council of an appropriate pathway to allow provision for stormwater collected from private properties to be directed through community land - natural areas.

RECOMMENDED, in accordance with the Committee's delegated authority from Council, that:

- a) Section 3.2.6 'Erosion, Drainage & Maintenance of Water Quality' of the Generic Community Lands Plan of Management Natural Areas No 7 be amended as recommended in this report and Council give public notice of the proposed amendments to the plan of management for 28 days in accordance with the Local Government Act (1993);
- b) Section 3.11 'Stormwater' of the Foreshore Reserves Policy (POL12/304) be amended to give effect to the amendment described in a) and Council exhibit the amendment to the Foreshore Reserves Policy concurrently with the plan of management;
- c) A report on the outcome of the public exhibition be presented to Council.

OPTIONS

- 1. As recommended.
- 2. Amend the proposed wording and place the draft amended plan of management and foreshore reserves policy on public exhibition for 28 days. Implications: any changes to the proposed wording must meet the core objectives applying to the land required by the Local Government Act.
- 3. Other option as determined by the Committee.

DETAILS

At its meeting of 10 November 2015 Council resolved to undertake a number of actions in relation to landslips in Berrara, Manyana and Mollymook Beach following the storm event of August 2015.

This report is in response to item e) of the abovementioned resolution as outlined below:

e) Council's involvement in remediation works be determined when full information is available on the works proposed and that Council involvement would likely to (sic) be limited to provision of construction access and permitting stormwater drainage over Council land, except where Council assets are at risk and need protection.

This report:

- 1. Provides information about the requirements of the Local Government Act when amending plans of management;
- 2. Highlights circumstances under which Council might permit the discharge of stormwater collected on private property through community land; and
- 3. Suggests appropriate wording to be added to section 3.2.6 of the Plan of Management Natural Areas and section 3.11 of the Foreshore Reserves Policy POL12/304.

Plan of Management

The Plan of Management referred to is the <u>Generic Community Lands Plan of Management – Natural Areas.</u> Council has generic Plans of Management for each category of Community Land in accordance with the *Local Government Act 1993 (LG Act)*:

- Parks;
- Sportsgrounds;
- · General Community Use; and
- Natural Areas.
- # The LG Act sets out core objectives to guide the management of the land. The sections from the LG Act that detail the objectives relevant to this discussion are provided at **Attachment 1**.

It is noted that stormwater collected from private properties and directed through reserves that are categorised as Natural Area might be problematic unless it can be clearly demonstrated that to do so would protect the natural area from erosion and conserve the biodiversity values of the land.

To allow provision for stormwater collected from private properties to be directed through natural areas it would be necessary to amend the current plan of management by replacing it with a revised plan of management that expressly allows the activity but only in circumstances where:

• The site is within Areas of cliff/slope Instability (5.1.2) or 'other areas of potential coastal instability' (s 5.1.3) identified in Chapter G6 in the Shoalhaven DCP 2014;

- The proposed development does not result in an increase in impervious surfaces on the development lot;
- Other options for stormwater disposal have been exhausted (e.g. charged system, use of stormwater pump); and
- The proponent is able to demonstrate that the discharge of collected stormwater from their property through the community land will meet the core objectives of the plan of management applying to the land.

Amendment Procedure

Council can amend plans of management at any time. Any amendment is regarded as another plan of management and so must be put on public exhibition (s40 LG Act). Council is not required to hold a public hearing when amending a plan of management unless the plan will re-categorise the land (s.40A LG Act). It is not proposed to recategorise the land. The relevant sections of the LG Act are provided in **Attachment 2**.

Section 3.2.6 of the Plan of Management – Natural Areas is reproduced below with the most relevant paragraph highlighted.

3.2.6 Erosion, Drainage & Maintenance of Water Quality

The protection of foreshore, riparian and coastal vegetation is vital in helping to reduce erosion and improve water quality. Foreshore vegetation acts as a soil stabiliser that reduces the impacts of erosion. Riparian vegetation not only stabilises the soil to prevent erosion, but also helps to slow the velocity of water so that sediment is deposited along the length of the watercourse, rather than at its point of entry into a larger water body.

Stormwater drains discharging into Natural Areas and streams flowing through Natural Areas often carry high levels of nutrients and fertilisers, as well as other pollutants such as herbicides and pesticides. High nutrient levels favour weed species over native species and are partially responsible for the degradation of Natural Areas. Stormwater discharge and eroded channels also carry high sediment loads that impact on water quality.

Wherever possible, action will be taken to slow the flow of water in a watercourse rather than channelling water as quickly as possible away from an area. This applies to the length of a channel as well as the end of a piped watercourse.

Low impact solutions to the problems of stormwater runoff and erosion and the maintenance of water quality will be given precedence over high impact engineering solutions for their aesthetic, economic and environmental rationale. However, more engineered erosion control measures may also be necessary in some instances. High impact solutions will only be used after a thorough assessment of environmental impacts.

To allow for a merit based assessment of applications that propose directing stormwater collected from the proponent's property through a natural area it is recommended that the last sentence of section 3.2.6 be deleted and the following paragraph be added.

High impact solutions will be considered in circumstances where:

- The site is within Areas of cliff/slope Instability (5.1.2) or 'other areas of potential coastal instability' (s 5.1.3) identified in Chapter G6 in the Shoalhaven DCP 2014;
- The proposed development will not result in an increase in geotechnical risk;
- Other options for stormwater disposal have been exhausted (e.g. charged system, use of stormwater pump); and
- The proponent is able to demonstrate that the discharge of collected stormwater from their property through the community land will not compromise the core objectives of the plan of management applying to the land.

Foreshore Reserves Policy

This Council policy provides guidance in relation to specific issues that affect foreshore reserves. Section 3.11 'Stormwater' includes a statement regarding inter-allotment drainage and easements for the carriage of stormwater (see **Appendix 3**). It is proposed to amend this section by replacing the last three sentences with the following statement.

Stormwater from adjoining residences should be managed via inter-allotment drainage and discharged directly into a stormwater facility of Council (pit, drain, channel, pipe etc.). High impact solutions will be considered in circumstances where:

- The site is within Areas of cliff/slope Instability (5.1.2) or 'other areas of potential coastal instability' (s 5.1.3) identified in Chapter G6 in the Shoalhaven DCP 2014;
- The proposed development will not result in an increase geotechnical risk;
- Other options for stormwater disposal have been exhausted (e.g. charged system, use of stormwater pump); and
- The proponent is able to demonstrate that the discharge of collected stormwater from their property through the community land will meet the core objectives of the plan of management applying to the land.

The Policy Statement for this section should be amended to read:

Stormwater from adjoining residences should be managed via inter-allotment drainage and discharged directly into a stormwater facility of Council (pit, drain, channel, pipe etc.). High impact solutions will be considered on a case by case basis.

FINANCIAL IMPLICATIONS:

The preparation and exhibition of the draft amended community lands plan of management – natural areas and the Foreshore Reserves Policy can be accommodated within existing budgets.

COMMUNITY ENGAGEMENT:

Council is required by Section 40 of the Local Government Act 1993 to place on public exhibition draft amended Community Land Plans of Management for a period of 28 days.

Tim Fletcher
DIRECTOR, PLANNING AND DEVELOPMENT SERVICES

R.D Pigg GENERAL MANAGER

ATTACHMENT 1

CORE OBJECTIVES - COMMUNITY LAND

36E Core objectives for management of community land categorised as a natural area

The core objectives for management of community land categorised as a natural area are:

- (a) to conserve biodiversity and maintain ecosystem function in respect of the land, or the feature or habitat in respect of which the land is categorised as a natural area, and
- (b) to maintain the land, or that feature or habitat, in its natural state and setting, and
- (c) to provide for the restoration and regeneration of the land, and
- (d) to provide for community use of and access to the land in such a manner as will minimise and mitigate any disturbance caused by human intrusion, and
- (e) to assist in and facilitate the implementation of any provisions restricting the use and management of the land that are set out in a recovery plan or threat abatement plan prepared under the <u>Threatened Species Conservation Act 1995</u> or the <u>Fisheries Management Act 1994</u>.

36F Core objectives for management of community land categorised as a sportsground

The core objectives for management of community land categorised as a sportsground are:

- (a) to encourage, promote and facilitate recreational pursuits in the community involving organised and informal sporting activities and games, and
- (b) to ensure that such activities are managed having regard to any adverse impact on nearby residences.

36G Core objectives for management of community land categorised as a park

The core objectives for management of community land categorised as a park are:

- (a) to encourage, promote and facilitate recreational, cultural, social and educational pastimes and activities, and
- (b) to provide for passive recreational activities or pastimes and for the casual playing of games, and
- (c) to improve the land in such a way as to promote and facilitate its use to achieve the other core objectives for its management.

ATTACHMENT 2

AMENDING PLANS OF MANAGEMENT

38 Public notice of draft plans of management

- (1) A council must give public notice of a draft plan of management.
- (2) The period of public exhibition of the draft plan must be not less than 28 days.
- (3) The public notice must also specify a period of not less than 42 days after the date on which the draft plan is placed on public exhibition during which submissions may be made to the council.
- (4) The council must, in accordance with its notice, publicly exhibit the draft plan together with any other matter which it considers appropriate or necessary to better enable the draft plan and its implications to be understood.

40 Adoption of plans of management

- (1) After considering all submissions received by it concerning the draft plan of management, the council may decide to amend the draft plan or to adopt it without amendment as the plan of management for the community land concerned.
- (2) If the council decides to amend the draft plan it must either:
- (a) publicly exhibit the amended draft plan in accordance with the provisions of this Division relating to the public exhibition of draft plans, or
- (b) if it is of the opinion that the amendments are not substantial, adopt the amended draft plan without public exhibition as the plan of management for the community land concerned.
- (2A) If a council adopts an amended plan without public exhibition of the amended draft plan, it must give public notice of that adoption, and of the terms of the amended plan of management, as soon as practicable after the adoption.
- (3) The council may not, however, proceed to adopt the plan until any public hearing required under section 40A has been held in accordance with section 40A.

40A Public hearing in relation to proposed plans of management

- (1) The council must hold a public hearing in respect of a proposed plan of management (including a plan of management that amends another plan of management) if the proposed plan would have the effect of categorising, or altering the categorisation of, community land under section 36 (4).
- (2) However, a public hearing is not required if the proposed plan would merely have the effect of altering the categorisation of the land under section 36 (5).
- (3) A council must hold a further public hearing in respect of the proposed plan of management if:

36H Core objectives for management of community land categorised as an area of cultural significance

- (1) The core objectives for management of community land categorised as an area of cultural significance are to retain and enhance the cultural significance of the area (namely its Aboriginal, aesthetic, archaeological, historical, technical or research or social significance) for past, present or future generations by the active use of conservation methods.
- (2) Those conservation methods may include any or all of the following methods:
- (a) the continuous protective care and maintenance of the physical material of the land or of the context and setting of the area of cultural significance,
- (b) the restoration of the land, that is, the returning of the existing physical material of the land to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material,
- (c) the reconstruction of the land, that is, the returning of the land as nearly as possible to a known earlier state,
- (d) the adaptive reuse of the land, that is, the enhancement or reinforcement of the cultural significance of the land by the introduction of sympathetic alterations or additions to allow compatible uses (that is, uses that involve no changes to the cultural significance of the physical material of the area, or uses that involve changes that are substantially reversible or changes that require a minimum impact),
- (e) the preservation of the land, that is, the maintenance of the physical material of the land in its existing state and the retardation of deterioration of the land.
- (3) A reference in subsection (2) to land includes a reference to any buildings erected on the land.

36l Core objectives for management of community land categorised as general community use

The core objectives for management of community land categorised as general community use are to promote, encourage and provide for the use of the land, and to provide facilities on the land, to meet the current and future needs of the local community and of the wider public:

- (a) in relation to public recreation and the physical, cultural, social and intellectual welfare or development of individual members of the public, and
- (b) in relation to purposes for which a lease, licence or other estate may be granted in respect of the land (other than the provision of public utilities and works associated with or ancillary to public utilities).

- (a) the council decides to amend the proposed plan after a public hearing has been held in accordance with this section, and
- (b) the amendment of the plan would have the effect of altering the categorisation of community land under section 36 (4) from the categorisation of that land in the proposed plan that was considered at the previous public hearing.

ATTACHMENT 3

Foreshore Reserves Policy (POL12/304)

3.11 STORMWATER

Foreshores are the interface between aquatic and terrestrial systems and can be heavily impacted by stormwater flowing into rivers, lakes, estuaries, wetlands or the ocean. Foreshore reserves play an important role in Council's stormwater management. They can provide stormwater detention and/or cleansing prior to discharge into receiving waters.

The practice of direct discharge of stormwater from private property into foreshore reserves can impact on the public enjoyment of the reserves through the creation of wet areas with consequent damage to vegetation unused to saturated root conditions and/or proliferation of weed growth. Stormwater from adjoining residences shall be managed via inter-allotment drainage and should discharge directly into a stormwater facility of Council (pit, drain, channel, pipe etc.) as permitted by the Local Government Act. Drainage of stormwater across public land will be via established drainage channels or underground pipes for which an easement will be required. The cost of easements shall be borne by the proponents or beneficiaries.

Policy Statement

Stormwater from adjoining residences shall be managed via inter-allotment drainage and should discharge via an approved easement directly into a stormwater facility of Council as permitted by the Local Government Act.

MINUTES OF THE STRATEGY AND ASSETS COMMITTEE MEETING HELD ON TUESDAY, 8 MARCH 2016, 2015 IN THE COUNCIL CHAMBERS, CITY ADMINISTRATIVE CENTRE, BRIDGE ROAD, NOWRA COMMENCING AT 4.00PM

1. Generic Community Lands Plan of Management - Natural Areas No 7 - Proposed Amendment - Stormwater Discharge File 20861E, 51952E, 29352E

MOTION: Moved: Watson / Second: White

(MIN16.149) RESOLVED, in accordance with the Committee's delegated authority from Council, that:

- a) Section 3.2.6 'Erosion, Drainage & Maintenance of Water Quality' of the *Generic Community Lands Plan of Management Natural Areas No 7* be amended as recommended in this report and Council give public notice of the proposed amendments to the plan of management for 28 days in accordance with the Local Government Act (1993);
- b) Section 3.11 'Stormwater' of the Foreshore Reserves Policy (POL12/304) be amended to give effect to the amendment described in a) and Council exhibit the amendment to the Foreshore Reserves Policy concurrently with the plan of management;
- c) A report on the outcome of the public exhibition be presented to Council.

CARRIED

Submissions received – Generic Community Lands Plan of Management – Natural Areas No 7 – Proposed Amendment – Stormwater Discharge

Name	Locality	Trim Ref	Submission Comments	Action
Duncan Marshall	Callala Bay	D16/89302	Comments raised about the inappropriateness of storage of dinghies being stored on the foreshore and were not relevant to this amendment.	Nil
Kaye Milsom	Lake Tabourie	D16/111638	Comments related to omission of certain lands from the Foreshore Reserves Policy and the lack of definition of allowable distance for mowing foreshores but were not relevant to this amendment.	Nil
Joan Lonergan	Lake Tabourie	D16/114724	The submission requested the term "appropriate distance" be defined – in relation to mowing on the foreshore – not relevant to this amendment.	Nil

WEDNESDAY, 13 APRIL 2016

PLANNING AND DEVELOPMENT

1. Five (5) Bushcare Group Action Plan - Review

File 51838E

SECTION MANAGER: Kelie Lowe

PURPOSE:

The purpose of the report is to present the review of five (5) Bushcare Group Action Plans, and the outcome of community consultation.

RECOMMENDED that Council adopt the five (5) reviewed Bushcare Group Action Plans (2016) as follows:

- a) Kioloa Bushcare Action Plan Review 2016
- b) Bens Walk Bushcare Action Plan Review 2016
- c) Moeyan Hill Bushcare Action Plan Review 2016
- d) Milton Rainforest Bushcare Action Plan Review 2016
- e) Barfleur Beach, Plantation Point and Stuart King Reserve Bushcare Action Plan Review 2016

OPTIONS

- 1. Adopt the five (5) reviewed Bushcare Group Action Plans
 - The five (5) Bushcare Group Action Plans have been reviewed by Council's Planning and Development officers and State Government agencies staff from NSW Crown Lands. All plans have been sent to Council Consultative Bodies (CCBs) and all residents and ratepayers within 200 metres of the reserve effected by the five (5) Beach Action Plans. This is in accordance with Council's Bushcare/Parkcare Policy and Procedures 2009, and Council's Community Engagement Policy.
- 2. Adopt some of the reviewed Bushcare Group Action Plans and seek a review or make changes to the others
 - <u>Implications</u>: The positive or negative implications of choosing this option would depend on the proposed changes.
- 3. Not adopt any of reviewed Bushcare Group Action Plans
 - <u>Implications</u>: This decision would significantly affect volunteer's morale and result in a loss of volunteer participation in Council's Bushcare program.

DETAILS

The following Bushcare Action Plans were due for review:

- 1. Kioloa Bushcare Action Plan;
- 2. Bens Walk Bushcare Action Plan;
- 3. Moeyan Hill Bushcare Action Plan;
- 4. Milton Rainforest Bushcare Action Plan; and
- 5. Barfleur Beach, Plantation Point & Stuart King Reserve Bushcare Action Plan

As part of this review, Council has consulted with the community to seek input into the draft plans.

Part C of MIN08.117 Ordinary Council meeting dated 29 January 2008 states that:

"Council affirms its direction that planting and other associated pursuits should only be done by abovementioned groups in accordance with Bushcare and Parkcare action plans as approved by Council".

This part of the Council resolution requires that all Bushcare and Parkcare Groups operating on Council owned or managed land prepare plans for adoption by Council.

Part D of MIN08.1552 Ordinary Council meeting dated 25 November 2008 states that:

"An all-embracing Consultation Policy be developed that will include nearby residents, the wider community, Tourism Shoalhaven, CCBs, Chambers of Commerce, community groups, church groups and local schools."

The level of consultation required is dependent on the actions outlined within the plan and is specified in chapter 6, Community Consultation, of the Bushcare/Parkcare Policy, 2009.

Under the Council's Community Engagement Policy engagement matrix all Bushcare Action Plans are classed as local low impact project. Therefore, combined with the requirements of the Bushcare Policy all five (5) reviewed Bushcare Action Plans used direct communication via a mail out to all residents/ratepayers within 200m of the subject reserve and CCBs. All five (5) reviewed plans were made available on Council's website.

There were 488 residents/ratepayers notified, as well as the Vincentia Residents and Ratepayers Association Inc., Ulladulla and Districts Community Forum, Berry Forum, Bawley Point – Kioloa Community Association Inc.

Following consultation, Council received submissions about the reviewed Milton Rainforest Bushcare Action Plan; Barfleur Beach, Plantation Point & Stuart King Reserve Bushcare Action Plan; and Kioloa Bushcare Action Plan. No submissions were received about the other reviewed plans. A summary of the submissions is tabled below.

• Barfleur Beach, Plantation Point & Stuart King Reserve Bushcare Action Plan Review (D15/259829) - Summary of Submissions – 14 submissions received from 14 individuals

Summary of Issues raised by submissions	taken as a result of the submissions	submissions that raised this issue
Maintain and provide natural stability to coastal dunes, whilst maintaining visual views to water for shared pathway users	All revegetation contained in the Bushcare Plan are consistent with the adopted Plantation Point Plan of Management and Landscape Master Plan adopted by Council in 2012, which addresses the maintenance of views from the reserve and path. The Plan of Management is a higher order strategic document which is informing the operational Bushcare Plan. The Plantation Point Plan of Management went through extensive community consultation.	4
Supported the Bushcare Plan	N/A	5
Opposed new action 4 in Area 1 – Plantation Point as follows: "As per the Plantation Point Landscape Master Plan, mulch isolated Bangalay Gum trees in area 2 of Plantation Point Reserve and plant out area to link up isolated trees and improve the trees health."	This action has been removed from the draft plan as it is not regarded as a high priority and resources are best allocated to high priority actions. This action would require extensive community negotiations and the environmental outcome is not worth the resources it would require to implement.	5
Opposed to new action 2 in Area 2 – Stuart King Reserve as follows: "Work with Council Asset and Works Division to close vehicle access to Captain St road to prevent on-going dumping of rubbish and illegal camping".	This action has been removed from the draft plan as it is not regarded as a high priority and resources are best allocated to high priority actions. This action would require extensive community negotiations and the environmental outcome is not worth the resources it would require to implement.	4

• Kioloa Bushcare Group Action Plan Review (D15/344913) - Summary of Submissions – 1 submission received from 1 individual

Issues raised by submissions	Changes made or actions taken as a result of the submissions	
unauthorised walking tracks	New action under the O'Hara Headland area specifically states that only formalised walking track as per the Draft Walking Track Strategy will be maintained by Council staff and Bushcare volunteers.	

Milton Rainforest Regeneration Bushcare Group Action Plan Review (D16/4798)
 Summary of Submissions – 1 submission received from 1 individual

Issues raised by submissions	Changes made or actions taken as a result of the submissions	
Strongly urges Council to continue to provide onground support with the provision of Bushcare Field Officer	N/A	1
Supports the use of monitoring to access success	N/A	1
No reference in BAP to whom is going to be responsible for repair and maintenance of Community Prayer Wheel	risk assessment on the asset	1

The five (5) reviewed Plans were placed on Council's website under <u>Documents for Exhibition</u>. A Councillor briefing to outline the content of the reviewed Plans and results of community consultation was held on 12 April 2016.

FINANCIAL IMPLICATIONS:

The cost of implementing the actions within the five (5) reviewed plans over three years, including voluntary labour, will be a total cost of \$141,220. These costs will be funded through Council's existing Bushcare program budget and voluntary labour, as follows:

- \$22,720 (accommodated through existing budgets) materials/equipment and direct support from casual Bushcare Field Officer staff;
- \$22,500 in existing salaried staff time; and
- In-kind volunteer contribution \$96,000.

COMMUNITY ENGAGEMENT:

CCBs and 448 residents and ratepayers were informed of the opportunity to comment on all five (5) reviewed Bushcare Action Plans via the post or email. 488 letters were sent out to all residents and ratepayers within 200 metres of the reserves where Bushcare actions are proposed or will continue.

Residents/Ratepayers were able to view the draft Bushcare Action Plans via a "Documents on Exhibition" web link on Council website and were given 28 days to make a submission. People without internet access were able to contact Council and request a hard copy of the plan and make a submission via mail. This community engagement is in line with Council Community Engagement Policy for low impact local projects.

CONCLUSION:

This report demonstrates the value of Bushcare volunteers to manage natural areas under the care and control of Council. The community is largely supportive of the exhibited five (5) reviewed Bushcare Action Plans. The report outlines the consultation process and how submissions received have been considered and addressed. It is recommended that the five (5) reviewed Bushcare Group Action plans be adopted.

Tim Fletcher

DIRECTOR, PLANNING AND DEVELOPMENT SERVICES



	,	##W-W	Table 1 – Required Outcomes for Best-Practice Crite	eria	
	Criterion	Required Outcome	Indicators to Demonstrate Achievement of Outcome	Tools & Resources	COAG/NCP/NWI/Statutory Requirements
	(1)	(2)	(3)		(4)
1	Strategic Business Planning	A current, sound Strategic Business Plan (SBP) and financial plan.	 Current SBP that includes: Operating environment review Asset management plan (operation, maintenance, capital works) Key performance indicators Customer service plan Levels of service Human resources plan Address issues in Ref 1 and the Check List* in Appendix A. A current SBP and financial plan is one which has been prepared or updated within the last 3 years. 	Appendix A	Demonstrate long term financial sustainability of the business to comply with NCP and NWI. Page 12 of Ref 14.
	Financial Planning	A robust financial plan which includes a capital works plan.	 A robust minimum 20 year financial plan which identifies the lowest required stable typical residential bill (TRB). Address the issues in Ref 2 and the Check List* in Appendix A. * Each check list is essentially a road map to assist LWUs to quickly address the issues covered by the relevant guidelines as well as any developments since publication of the guidelines. 	Appendix A	See above.
2	Pricing ¹⁸ and (a) Developer Charges	Full cost-recovery for each of water supply and sewerage businesses.	 Appropriate tariffs without significant cross-subsidies. Total annual income and projected TRB should be consistent with above financial plan. This generally results in a positive economic real rate of return (ERRR). 	Ref 4 Appendix B	Full cost-recovery with consumption based water supply pricing, trade waste charging and removal of cross-subsidies to comply with COAG Strategic Framework for Water Reform, NCP and NWI. Pages 12, 17, 18, 22 of Ref 14.

Agreement has been reached with the Local Government Association and the Shires Association of NSW to amendment of the Local Government Act 1993 in order to provide NSW LWUs with the option of using integrated water pricing for their water supply and sewerage services. An LWU implementing integrated water pricing in accordance with Attachment 2 on Page 35 will comply with elements 2 (a), 2 (b) and 2 (c) of Criterion 2 above.

Best-Practice Management of Water Supply and Sewerage Guidelines



Table 1 – Required Outcomes for Best-Practice Criteria						
Criterion	Required Indicators to Demonstrate Achievement of Outcome For Example 2		Tools & Resources	COAG/NCP/NWI/Statutory Requirements		
(1)	(2)	(3)		(4)		
(b)		Appropriate water usage charge/kL based on long-run marginal cost.	Page 9 Ref 4	•		
	supply tariff.	Access charge relative to a customer's capacity requirements.	Page 10 Ref 4			
,		 No land value based charges (ie. rates) and no "free" or "pre-paid" water allowance. 	Appendix B			
		 Any large increases in non-residential customer bills phased in over 5 years. 				
		To encourage water conservation, high water consuming residential customers should be subjected to a step price increase of at least 50% for incremental usage above a specified threshold. This threshold should not exceed 450 kL/a per household, except for LWUs outside the DWE Coastal and Tablelands Zone with a high incidence of evaporative air coolers, where a threshold of up to 600kL/a per household may be used.	•			
		 LWUs with 4,000 or more connected properties to have at least 75% of residential revenue[†] generated through usage charges by June 2008 (at least 50% required by June 2006 and at least 60% required by June 2007). 				
	•	 LWUs with under 4,000 connected properties to have at least 50% of residential water revenue⁺ generated through usage charges. 				
		LWUs may demonstrate compliance with this requirement on the basis of either (i) or (ii) below:		•		
		(i) their projected total residential revenue for the next financial year, or		•		
		 (ii) their projected typical residential bill (on the basis of their average annual residential consumption per connected property) for the next financial year. 				
(c)		Appropriate residential tariff.	Page 28 Ref 4			
	sewerage tariff.	No land value based charges (ie. rates).				
		Non-residential	Page 29 Ref 4			
		Two-part tariff.	Page 29 Ref 4			



Best-Practice Management of Water Supply and Sewerage Guidelines

		Table 1 – Required Outcomes for Best-Practice Crite Indicators to Demonstrate Achievement of Outcome	Tools &	COAG/NCP/NWI/Statutory	
Criterion	Required	Indicators to Demonstrate Achievement of Gutsome	Resources	Requirements	
	Outcome	(3)		(4)	
(1)	(2)	(9	Page 31 Ref 4		
		 Appropriate sewer usage charge/kL Access charge that is reflective of the cost of providing these sewerage services. Any large increases in non-residential customer bills phased in over 5 years. 			
. (d)	Complying liquid trade waste fees and charges for all liquid trade waste	 Annual trade waste fee for all liquid trade waste dischargers. Trade waste usage charge for dischargers with prescribed pre-treatment. Excess mass charges for large dischargers and industrial waste. 	Page 208 Ref 5 Page 209 Ref 5 Pages 209 to 212 Ref 5		
Developer (e)	dischargers. Commercial	 Development Servicing Plan[#] in accordance with Ref 6, 	Page iv Ref 6 Appendix B	Sections 305 to 307 of Water Management Act 2000.	
Charges	Developer Charges.	with commercial developer charges.	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	Section 64 of Local Government Act	
(DC)		# LWUs with growth of under 5 lots/a exempted.		1993.	
_		70. D.45	Ref 5	COAG, NCP and NWI - page 18 of	
Liquid Trade (f) Waste Approvals	Liquid trade waste approval issued to each trade waste discharger.	 Liquid Trade Waste approvals issued in accordance with Ref 5. Liquid Trade Waste Policy adopted and implemented in accordance with Ref 5. 	Appendix A	Ref 14 Section 68 of Local Government Act 1993, Local Government (General) Regulation 2005.	

Best-Practice Management of Water Supply and Sewerage Guidelines



		•	Table 1 – Required Outcomes for Best-Practice Crit	eria	
	Criterion	Required Outcome	Indicators to Demonstrate Achievement of Outcome	Tools & Resources	COAG/NCP/NWI/Statutory Requirements
	(1)	(2)	(3)		(4)
	Dual Water (g) Supplies	Complying tariffs for dual water supplies.	The potable water supply tariff in dual water supplies to comply with 2(b) above, except that step pricing is not a requirement.	Page 9 Ref 4 Appendix B	
			For the non-potable component of dual water supplies:		•
			 LWUs are encouraged to install a non-potable water meter for each customer served where practical. 		·
			 Appropriate non-potable water usage charge/kL based on long-run marginal cost. 		
	•		 Access charge relative to a customer's capacity requirements. 		
			 No land value based charges (ie. rates) and no "free" or "pre-paid" non-potable water allowance. 		
			 At least 50% of residential revenue[†] generated through usage charges. 		
			* Refer to the footriote to element 2 (b) above.		
3	Water	Sound water	Sound water conservation and demand management implemented.	Appendix C	COAG, NCP and NWI
	Conservation	conservation and demand	Identification of most cost-effective demand management initiatives.		Page 52 of Ref 14
		management in place.	Subsidisation and promotion of at least two of the identified demand management initiatives.		Water Management Act 2000.
			Include demand monitoring, leakage measurement and reduction and community education.		
4	Drought Management	Sound drought management in place.	 Compile data on existing system, your LWU's drought management planning, including adoption of a schedule of trigger points for timely implementation of appropriate water restrictions. 	Appendix D Ref 19	Water Management Act 2000. Local Government Act 1993.
		-	Sound drought management implemented in accordance with the LWU's adopted schedule.	_	

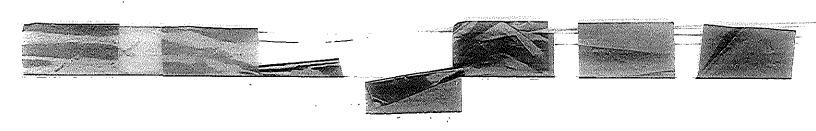






Table 1 – Required Outcomes for Best-Practice Criteria Tools & Required Indicators to Demonstrate Achievement of Outcome Resources					COAG/NCP/NWI/Statutory Requirements
	Criterion	Required Outcome	Indicators to Demonstrate Admics and 1997	Resources	(4)
	(1)	(2)		Ref 3	COAG, NCP and NWI Page 31 of Ref 14, page 15 of Ref 15
5	Reporting .	Completed performance reporting forms to DWE Review 2-page LWU Performance Report, prepare Action Plan.	 Reporting forms provided to DWE by 15 September each year. Draft of Special Schedules 3 to 6 and Notes 2 and 3 of the LWU's Special Purpose Financial Reports provided to DWE by 15 September each year. LWUs with over 10,000 connected properties to arrange auditing of their core performance indicators in accordance with the auditing requirements of the National Performance Framework. Action Plan provided to Council following review of your LWU's 2-page Performance Report (water, sewerage). Statement of Compliance to be submitted to DWE prior to payment of dividend from surplus (including Dividend Payment Form, Statement of Financial Performance of Business Activities, a Compliance Audit 		and page 1 of Ref 16.
6		Sound IWCM implemented.	Financial Performance of Business Activities Report and an unqualified independent Financial Audit Report). Completion of Integrated Water Cycle Management Evaluation by June 2007. Completion of Integrated Water Cycle Management Strategy by June	Ref 8 Appendix F	COAG, NCP and NWI Page 43 of Ref 14. WMA 2000.
			 Completion of Integrated Water Cycle Management in accordance with the Strategy by June 2008. 		





Shoalhaven Water

Report on Audit of Best Practice Management of Water Supply and Sewerage Services in 2014/15

December 2015

Attachment 2

Shoalhaven Water

Report on Audit of Best Practice Management of Water Supply and Sewerage Services in 2014/15

Photo Courtesy: Shoalhaven Water

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Report of Compliance

Introduction

This document is the audit report on compliance of Shoalhaven Water Group (SWG) with Best Practice Management Guidelines for water supply and sewerage, May 2007 in the reporting year 2014/15.

Scope

We have performed the agreed procedures in accordance with our proposal for engagement by Shoalhaven Water Group (SWG) and described below with respect to the compliance of the SWG's Water Supply and Sewerage services with *Best-Practice Management Guidelines* for the year ended 30 June 2015 based on relevant criteria as set forth in column (3) of Table 1 of the *Best-Practice Management of Water Supply and Sewerage Guidelines, DPI Water, August 2007.* Our engagement was generally undertaken in accordance with Australian Auditing Standards applicable to agreed-upon procedures of engagements.

The responsibility for determining the adequacy or otherwise of the procedures agreed to be performed is that of Council and the DPI Water. The procedures were performed solely to assist Shoalhaven Water and DPI Water in evaluating the validity of the compliance requirements and are summarised as follows:

- 1) We reviewed the current **Strategic Business Plan 2015-16** (SBP) to ensure that it included an:
 - Operating environment review
 - Total Asset management plan operation, maintenance, capital works
 - Key performance indicators
 - Customer service plan
 - Levels of service
 - Work Force plan

- 2) We reviewed the **Financial Plan** as contained within the SBP to ensure that it covered a period of at least 20 years and it reports the lowest required stable typical residential bill (TRB)
- 3) We reviewed **full cost recovery** for both water supply and sewerage consistent with the outcomes listed in column (3) of Table 1
- 4) We reviewed water supply tariffs to confirm they complied with the outcomes listed in column (3) of Table 1
- 5) We reviewed the **sewerage tariffs** to confirm they complied with the outcomes listed in column (3) of Table 1
- 6) We reviewed the **liquid trade waste fees and charges** to confirm they complied with the outcomes listed in column (3) of Table 1
- 7) We reviewed the commercial developer charges to confirm the existence of a Development Servicing Plan with commercial developer charges.
- 8) We reviewed the **liquid trade waste approvals** to confirm they complied with the outcomes listed in column (3) of Table 1
- 9) We reviewed the **water conservation** measures to confirm that it included the outcomes listed in column (3) of Table 1
- 10) We reviewed the **drought management** plan to confirm that it included the outcomes listed in column (3) of Table 1
- 11) We checked documentary evidence to ensure that **performance reporting** forms were completed and lodged to DPI Water within the required time frame, and
- 12) We checked for completion and implementation of **IWCM Strategy** following substantial commencement of sound Integrated Water Cycle Management

Findings

We report as follows:

- 1) With respect to (1) above, we found the Strategic Business Plan 2015/16 included the outcomes listed in column (3) of Table 1 of the Best-Practice Management Guidelines.
- 2) With respect to (2) above, we found that Shoalhaven Water have reported in the SBP the typical residential bills arrived at using their "in-house" spreadsheet financial model, which is a part of Council's overall financial administration. We have also found that long-term (20 year) financial plans for water supply and sewerage has been reviewed and the financial projections from the models have been incorporated the the Strategic Business Plan 2015/16.
- 3) With respect to (3) above, we found that the projected total annual water supply and sewerage services income provided full cost recovery, resulting in a positive economic real rate of return.
- 4) With respect to (4) above, we found that water supply tariffs considered the outcomes listed in column (3) of Table 1 with 80.0% of residential revenue generated through residential usage charges for the year 2014/15. Shoalhaven Water noted that due to the composition of their customer base comprising high number of holiday residences, pensioner assessments and low-income socioeconomic groups, achieving the 75% residential usage charge revenue every year will always remain a constraint.
- 5) With respect to (5) above, we found that sewerage tariffs considered the outcomes listed in column (3) of Table 1.
- 6) With respect to (6) above, we found that the liquid trade waste fees and charges considered the outcomes listed in column (3) of Table 1.
- 7) With respect to (7) above, we found that Shoalhaven Water adopted the Development Servicing Plans (DSPs) for Water Supply and Sewerage Services in November 2005 with the developer charges being phased in over a 3-year period. 100% of calculated developer charges have been levied from 1 July 2008 onwards. Development Servicing Plan/charges considered the outcomes listed in column (3) of Table 1 and noted that some cross subsidy will occur for some time as allowed in the Developer Charges Guidelines 2002. Shoalhaven Water indicates that the

- DSPs will be reviewed and updated following the finalisation of Developer Charges Guidelines Consultation Draft 2012 by DPI Water.
- 8) With respect to (8) above, we found that liquid trade waste fees and charges considered the outcomes listed in column (3) of Table 1 in the Liquid Trade Waste Policy amended and adopted in September 2013.
- 9) With respect to (9) above, we found that Shoalhaven Water implemented sound water conservation and demand management initiatives to achieve the outcomes listed in column (3) of Table 1.
- 10) With respect to (10) above, we found that Council's Drought Management Plan (Revision G, September 2014) considered the outcomes listed in column (3) of Table 1.
- 11) With respect to (11) above, we found that performance reporting forms had been completed and lodged with DPI Water within the required time frame. We also found that following a review of Shoalhaven Water's 2-page TBL performance reports for water supply and sewerage for 2013/14, an action plan as recommended by the DPI Water has been reported to Council's Policy and Resources Committee on 21st June 2015.
- 12) With respect to (12) above, we found that the Shoalhaven Water adopted the IWCM Strategy in June 2008. For implementation of the adopted IWCM strategy, a water supply and sewerage servicing strategy report has been prepared in 2013. Shoalhaven Water claims that these servicing strategies embed the strategic directions of the adopted IWCM Plan and provide the basis for the system augmentations and forward 'growth' capital works program to meet the demands of new developments and new service areas. Shoalhaven Water reports that the review and update of IWCM Strategy, hence, is planned to be undertaken in 2020.

Conclusion

Based on the findings of our audit, we conclude that Shoalhaven Water has demonstrated 'substantial compliance' with Best Practice Management of Water Supply and Sewerage in line with the DPI Water Guidelines as applicable for the year ended 30th June 2015.

Definition

We have adopted the following definition for this engagement:

Shoalhaven Water - Best Practice Management Audit Report

"Substantial Compliance" means the level of compliance with the Guidelines such that any identified deficiencies do not detract from the general intent of the Guidelines to achieve Best Practice Management for Water Supply and/or Sewerage Services.

What constitutes substantial compliance is also a function of at what point in time the issue is examined. Therefore the best practice management adopted must take into account likely future scenarios and apply the current body of industry knowledge in regard to best practice.

Disclaimer

Our report is solely for the purpose set forth in the first paragraph of this report and for the information of Shoalhaven Water and the DPI Water and is not to be used for any other purpose or distributed to any other party. This report relates only to the items specified above and does not extend to any financial report of the Council taken as a whole.

Signed: Date signed: 04 December 2015

Marimuthu Sundaravadivel

Senior Engineer - Strategic Water Planning

NSW Public Works

Level 13W, McKell Building

2-24 Rawson Place

Sydney NSW 2000

	Strategy & Assets Committee 10 May 2016 - Item 25	SPFS 2015 Attachment 3	
Sho	alhaven City Council		S
NI 4	as to the Special Durnese Financial Statements		N
for th	es to the Special Purpose Financial Statements ne financial year ended 30 June 2015		fo
Note	e 2. Water Supply Business		N
	Best Practice Management disclosure requirements		دے
Dolla	rs Amounts shown below are in WHOLE DOLLARS (unless otherwise indicated)	2015	Dc
1. Ca	lculation and Payment of Tax-Equivalents cal Government Local Water Utilities must pay this dividend for tax-equivalents]		Ni Ni
(i)	Calculated Tax Equivalents	100,398	
(ii)	No of assessments multiplied by \$3/assessment	154,308	
(iii)	Amounts payable for Tax Equivalents [lesser of (i) and (ii)]	100,398	N_i
(iv)	Amounts actually paid for Tax Equivalents	99,507	
2. Di (i)	vidend from Surplus 50% of Surplus before Dividends [Calculated in accordance with Best Practice Management for Water Supply and Sewerage Guidelines]	2,085,150	N.
(ii)	No. of assessments multiplied by \$30/assessment, less tax equivalent charges/assessment	1,442,682	N
(iii)	Cumulative surplus before Dividends for the 3 years to 30 June 2015, less the cumulative dividends paid for the 2 years to 30 June 2014 & 30 June 2013	10,898,841	N
	2015 Surplus 4,170,300 2014 Surplus 4,181,400 2013 Surplus 5,323,000 2014 Dividend 1,420,000 2013 Dividend 1,355,859		٠
(iv)	Maximum dividend from surplus [least of (i), (ii) and (iii) above]	1,442,682	N
(v)	Dividend actually paid from surplus [refer below for required pre-dividend payment Criteria]	1,432,503	
3. Ro	equired outcomes for 6 Criteria e eligible for the payment of a "Dividend from Surplus", ALL the Criteria below need a "YES"]		V
(i)	Completion of Strategic Business Plan (including Financial Plan)	YES	
(ii)	Full Cost Recovery, without significant cross subsidies	YES	
	[Refer Item 2(a) in Table 1 on page 22 of the Best Practice Guidelines] - Complying charges [Item 2(b) in Table 1]	YES	
	- DSP with Commercial Developer Charges [Item 2(e) in Table 1]	YES	
	- If Dual Water Supplies, Complying Charges [Item 2(g) in Table 1]	YES	
(iii)	Sound Water Conservation and Demand Management implemented	YES	
(iv)	Sound Drought Management implemented	YES	1
(v)	Complete Performance Reporting Form (by 15 September each year)	YES	-
(vì)		YES	
	b. Complete and implement Integrated Water Cycle Management Strategy		
		page 17	

ADDENDUM REPORT OF GENERAL MANAGER

STRATEGY & ASSETS COMMITTEE

TUESDAY, 10 NOVEMBER 2015

ASSETS AND WORKS

ITEM TO BE DEALT WITH UNDER DELEGATED AUTHORITY

1. Future Use - Nowra Sailing Club Building

File 3247e

SECTION MANAGER: Martin Upitis

PURPOSE:

To consider the demolition of the building, recently occupied by Nowra Sailing Club Incorporated (NSC), at Wharf Road, Nowra

RECOMMENDED, in accordance with the Committee's delegated authority from Council, that

- a) the 'Nowra Sailing Club' building (Wharf Road Nowra) be demolished
- b) storage for Nowra Sailing Club's equipment be provided at a combined watercrafts facility at Paringa Park Nowra
- c) Council consider allocating \$60,000 to progress the detailed design of the Paringa Park Master Plan at a future quarterly review, subject to prior reduction of the operating deficit.

OPTIONS

- 1. As recommended, demolish the 'Nowra Sailing Club' building and provide storage for NSC equipment at Paringa Park
- 2. Defer demolition of the NSC building and provide storage for NSC equipment at Paringa Park
- 3. Demolish the NSC building and replace it with a structure which reflects its historic and visual context and values and provide storage for NSC equipment at Paringa Park
- 4. Reconstruct the foundations of the NSC building and replace the existing building over the new foundations (not recommended)
- 5. Replace the foundations of the NSC building and construct a new structure over the new foundations (not recommended)
- 6. Relocate the NSC building (not recommended)
- 7. Receive the report for information

DETAILS

Background

Council was gifted the building in the early 1960s, after the 'Fishermen's Co-op' moved from the southern bank of the Shoalhaven River to the northern bank. The Co-op operated on the southern bank from the early 1900s. In about 1964, the old Co-op building began to be used by the NSC, with the Club having an association with the site since that time.

The building was formally leased to the NSC until 2004, after which time the 'holding over' provisions of the expired agreement continued to apply. Only temporary licences have subsequently been issued for the use of the adjacent public reserve for "the purpose of rigging and launching sailing boats'. In addition, the building has not been licenced by Crown Lands, for any use, as most of the existing structure is below the tidal High Water Level. Any re-development of the site will require the Crown's concurrence.

After a fire at the building in 2011, a structural assessment was commissioned in 2012, which found the foundation (or 'substructure') of the building was in very poor condition. The NSC was requested to restrict use of the building and, if practicable, to vacate it. At this time, the wharf area was fenced to restrict access to NSC members and the public.

- # A report to the Policy & Resources Committee on 13 November 2012 (Attachment A) was tabled on the Nowra Water Sports Club Precinct. The report identified that the NSC has very poor substructure and that \$1,200,000 of works were required to effect repairs at that time. The substructure has further deteriorated and, with inflation and a repair methodology based on the current superstructure, the cost is now estimated to be \$1,600,000. Council subsequently resolved (MIN12.1288) "to defer the recommendation regarding the investigation and development of a precinct Master Plan catering to water sport user groups at the existing NSC pending the RMS determination of the location of the second bridge crossing of the Shoalhaven River".
- # A Heritage and Design consultant reported to Council in July 2012 (Attachment B) that the site is of heritage significance due to previous activities at the location but the structure has little heritage value.

Recent Developments

After the August 2015 floods, the NSC building was re-inspected by a structural engineer, as part of Council's 'due diligence', to assess whether more damage had occurred to the foundation or to the 'superstructure' of the building. Although there were no new failures of structural members, there was noticeable deterioration. This then warranted advice to the NSC that it must no longer use or access the building on safety and risk grounds. The NSC has subsequently surrendered the keys to the building and has been operating its activities in the adjacent reserve under the conditions of the licence agreement. The RMS has determined the new Shoalhaven River bridge will be to the west of the existing bridges, however the access ramps have not been determined.

Consideration of options

Option 1 - Demolish the 'Nowra Sailing Club' (NSC) building and provide storage for NSC equipment at Paringa Park.

There is a potential that a future flood will dislodge the building from its foundations. The cost of clean-up and recovery would be higher, if this occurred, compared with controlled demolition on the site. Demolition costs are estimated at about \$60,000.

Option 2 - Defer demolition of the NSC building and provide storage for NSC equipment at Paringa Park

This option provides extra time to create a master plan for the building and the precinct and / or to seek grant funding opportunities for the building's restoration, if necessary. However, the flood risk and consequences, mentioned in Option 1, increase with the passage of time so deferring demolition may result in a greater financial burden on Council.

Option 3 - Demolish the NSC building and replace it with a structure which reflects its historic and visual context and values.

Although the building has been assessed as not having significant heritage values, it is a prominent and recognisable structure for local residents and visitors, with its own local history and context. It has been Nowra's unofficial 'flood gauge' for generations. It may be possible to design some sort of 'tribute' or representation of the building on its current site, if the building itself was demolished.

Option 4 - Reconstruct the foundations of the NSC building and replace the existing building over the new foundations (not recommended)

The current estimated cost to repair the building's foundations is \$1,600,000. An allowance of \$300,000 needs to be made for the dismantling and re-erection of the building onto its new foundations. The project cost is about \$1,900,000. It would seem that this cost is difficult to justify if the building's value is just storage and limited use by the NSC. However, the building's historic values would need to be considered when quantifying the benefits of its reconstruction.

Option 5 - Replace the foundations of the NSC building and construct a new structure over the new foundations.

This option is likely to cost in excess of \$2,000,000 and have benefits of design and input from users.

Option 6 - Relocate the NSC building

This option would preserve the fabric of the building, but in a different setting, as it cannot be relocated on the adjacent levee. Its usefulness would diminish the further it is located from the river.

The cost of relocation could be as high as \$400,000.

FINANCIAL IMPLICATIONS

Cost estimate summaries for the various options are shown below:

OPTION	ESTIMATED COST
Option 1 - Demolish the 'Nowra Sailing Club' (NSC) building	\$60,000
and provide storage for NSC equipment at Paringa Park.	
Option 2 - Defer demolition of the NSC building and provide	(\$150,000) if building
storage for NSC equipment at Paringa Park	dislodged in flood, \$0
	otherwise
Option 3 - Demolish the NSC building and replace it with a	\$260,000
structure which reflects its historic and visual context and	
values	
Option 4 - Reconstruct the foundations of the NSC building	\$1,900,000
and replace the existing building over the new foundations	
Option 5 - Replace the foundations of the NSC building and	\$2,000,000
construct a new structure over the new foundations	
Option 6 - Relocate the NSC building	\$400,000

Funding sources have not been recognised for any of the options. However, Council's adopted option would be considered when formulating the 2016/17 Operational Plan budget.

However, if the option of providing storage for the NSC at Paringa Park is pursued, Council will need to allocate \$60,000 to accelerate the project to detail design and this additional budget will need to be funded from an upcoming quarterly review. Only the Concept design development is currently funded from existing budgets.

COMMUNITY ENGAGEMENT

Council has been in community engagement with all non-motorised water based sporting groups. The Nowra Community Sailing Club responded to Council in July 2015 (see Councillor Information Folder) regarding its activities' needs.

The most recent meeting in relation to the Paringa Park Master Plan was held on Monday 2 November 2015 and the NSC attended the meeting.

Council officers have spoken to members of the NSC executive to advise of the current situation and plan to have future meetings.

The broader community is not yet aware of the condition of the building and the financial implications on its reconstruction.

B. Stewart **DIRECTOR, ASSETS & WORKS**

R.D Pigg
GENERAL MANAGER

POLICY AND RESOURCES COMMITTEE

TUESDAY, 13 NOVEMBER 2012

STRATEGIC PLANNING AND INFRASTRUCTURE

MATTERS TO BE FORWARDED TO ORDINARY MEETING

1. Nowra Water Sports Club Precinct (otherwise known as Nowra Sailing Club)
Master Plan including Function Brief. File 45998E, 4237E & 12411E

PURPOSE: Delivery Program Activity: 1.2.2.13 & 1.2.2.14

To meet Council's Community Strategic Plan Strategy 1.2.2, Plan and provide community, cultural and recreational facilities to ensure they reflect community needs and aspirations, through the development of a Nowra Water Sports Club Precinct (otherwise known as Nowra Sailing Club) Master Plan including function brief.

RECOMMENDED that:

- a) Council support the investigation and development of a precinct Master Plan catering to water sport user groups at the existing Nowra Sailing Club;
- b) The Master Plan to include, at minimum, a proposed service delivery model, indicative design including function brief and cost for future consideration;
- c) A stakeholders group of internal and external representatives be formed to assist in delivering the Master Plan; and
- d) Council liaise with RMS to ensure that the investigation of a second bridge will take into consideration this proposal.

OPTIONS

- 1. Council supports the above recommendation as written, guiding the future direction and opportunities at the existing Sailing Club precinct.
- 2. Council amend the above recommendation to investigate the Nowra Pool precinct as the preferred option.
- 3. Council not support the above recommendations or options but provide an alternate recommendation.

DETAILS

Nowra Waterdragons

In August 2012, Council was approached by the President of the Nowra Waterdragons in seeking alternate club/pavilion facilities. Nowra Waterdragons are a Dragon Boat Club which utilises the Shoalhaven River as a training and competition venue. The Club currently has access to the lower level of the Water Scout Hall, Paringa Park (Scenic Drive, Nowra). The need to seek an alternate venue was driven by the lack of available storage, occurrences of anti-social behaviour, safety of participants/members, break-ins and vandalism to building and members' cars, distance to transport boats to launching pad, poor amenities and lack of security of tenure.

The Club requires, at minimum, storage for boats, storage for fitness equipment, area for fitness training (aerobic and core training), amenities (including showers), access to river, car parking and meeting room.

Council resolved on 26 June 2012 (MIN12/723):

"That the General Manager work with the Nowra Waterdragons and relevant NSW State Government agencies to find an appropriate site for a Club House, within the Bridge Precinct and the Shoalhaven Rowing Club, to accommodate their future activities."

On 23 August 2012, staff met with a Nowra Waterdragons representative to discuss possible sites. The following sites identified in **Attachment 'A'** were discussed:

Option	Pros	Cons
Paringa Park	Existing facility	No security of tenure over facility Unable to grow sport due to limited storage of boats Safety of participants and assets
Nowra Swimming Pool Precinct	Club house extension from existing amenities Services already available (water, electricity etc) Existing car parking Provide an all year presence at the precinct Good access and visual appearance Assistance in the reactivation of the river precinct Partial tenure opportunities	Would require a new launching pad as existing launching pad is too great in distance Increase pedestrian traversing over public road (safety of participants/members) Master planning of the Nowra Pool precinct has begun
Wollongong University Precinct/New Release Area (x 2 sites)	Close proximity to the university (increase membership) Green field site – opportunity to provide sport to emerging community	Distant from where annual regatta is held No existing amenities – stand alone facility New boat ramp required No presence of community Second bridge location not

		identified Area of river heavily utilised by water skiing club No assistance in the reactivation of the river frontage No residential/bridge light spill onto river
Nowra Sailing Club	Existing infrastructure services and use/purpose Car parking available Club/pavilion highly visible Co-location with other user groups (i.e. sailing club) Design to consider opportunities for commercial component Good visibility from bridge (heading south) Assistance in the reactivation of the river precinct Links to public amenities Partial tenure opportunities	Building need to be redesigned to suit joint ventures/co-location of sporting groups Any commercial food outlet will need to duly consider flood risks

The Nowra Waterdragons identified that the Nowra Sailing Club was the preferred location for further investigation. The site is favourable as the area within the bridge precinct is the safest for water craft training and competition purposes.

Nowra Sailing Club - Building

In 2000, Council commissioned Simpson Dawbin Associates to prepare a Heritage Assessment Report on the Nowra Sailing Club. The report generally recommended that "...the Nowra Sailing Club be appropriately conserved and maintained and continue in its role as clubhouse and boat storage facility for the Nowra Sailing Club..."

Since 2000, the Sailing Club has been the target of repeated anti-social vandalism including graffiti, break-ins and arson, due to minimal community presence and surveillance in the location.

In June 2012, MacDonald International were commissioned by Council to prepare a structural assessment and rectification report after the building was again targeted and damaged by fire in November 2011.

The structural assessment and rectification report identified a program of works to the value of \$1.2m excluding contingencies.

In addition to the structural and rectification report, Council engaged John Oultram Heritage and Design Consultant to prepare an updated Heritage Assessment. It was recommended that "...should the reconstruction proceed, a methodology be developed prior to the works commencing for marking and recording the elements to be dismantled

and reused..." and "... works should be subject of archaeological monitoring and any finds should be recorded by a suitably qualified consultant."

Nowra Sailing Club

The sheds and wharf have been rented by the Nowra Sailing Club since 1964 and have been the centre for sailing activities on the river, including regattas and rowing events.

In 2001, the Nowra Rowing Club, who shared the facility with the Sailing Club, vacated the premises to their existing facility on Scenic Drive, Nowra. The Rowing Club building has no scope for extension or to accommodate the Dragon Boat Club.

The Nowra Sailing Club currently has a 12 month lease with Shoalhaven City Council. It is envisaged that any further development of a Master Plan would include Nowra Sailing Club representatives as key stakeholders.

Precinct Opportunities

Any future Master Plan should consider opportunities available to this precinct including, but not limited to:

- co-location of sporting groups such as sailing club, dragon boats club, kayak/canoe club, triathlon club;
- business opportunities such as kayak/canoe hire, kayak/canoe storage, sailing lessons, fishing supplies, passive fitness classes (Yoga/Pilates), cafe; and
- public amenities such as accessible launching area, improved social area, active informal area, toilets, jetties, picnic tables.

Development of this area has the potential for Council to consider a public/private partnership venture.

Development of the River precinct supports Council's long-term vision and outcomes of the Nowra CBD Master Plan and future development of the 'Gateway Precinct Plan'.

FINANCIAL IMPLICATIONS:

It is envisaged that the cost implications to engage a consultancy firm to deliver the Master Plan objectives, including community consultation, can be met within the existing 2012/13 financial budget.

COMMUNITY ENGAGEMENT:

Appropriate level of the investigation and feasibility study as well as the concept plan of the existing Nowra Sailing Club is identified under the community engagement matrix as 'Local Area - high impact'.

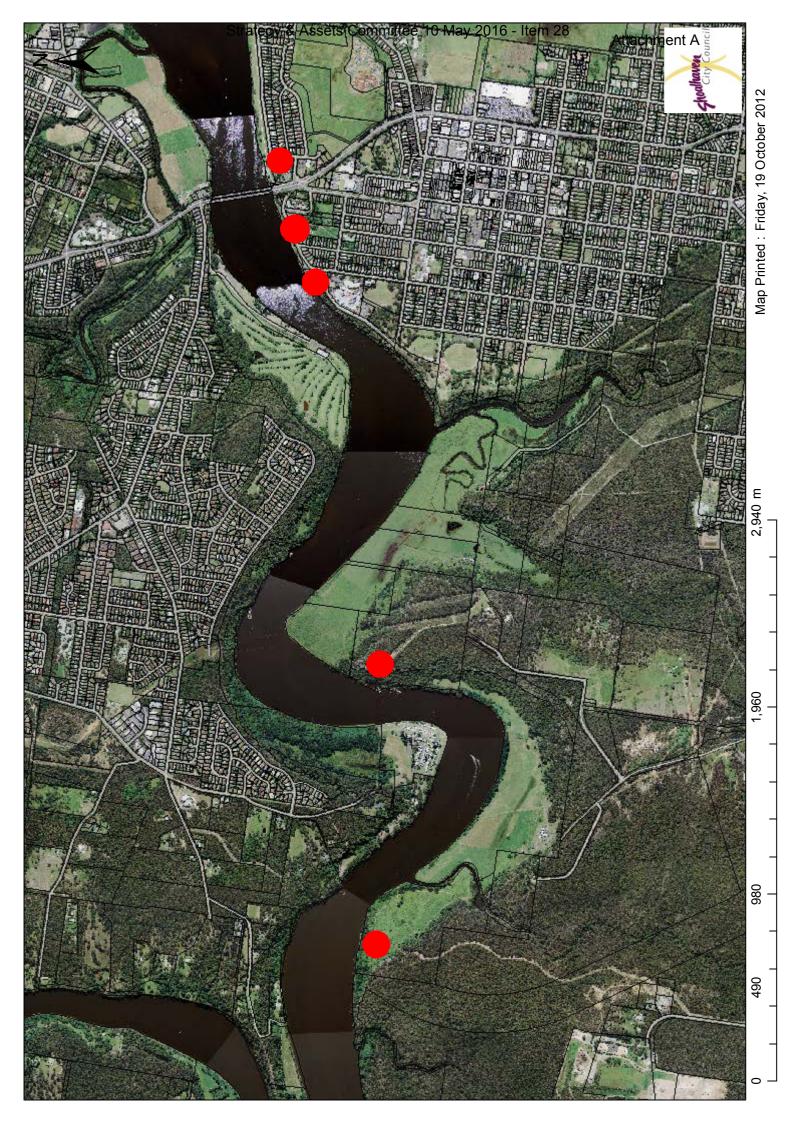
The community will be informed, consulted and involved during the process.

Council staff will ensure to conduct best practice in community consultation gaining the best information, opinion and data where possible from various sectors of the community.

Documentation will be placed on public exhibition with additional community consultation forums held for exchanging and identifying of ideas and issues ensuring the community has an opportunity to comment.

Any consultation conducted by Council or the appointed consultancy firm will follow the Community Consultation Strategy, including the following principles:

- Make it timely.
- Make it inclusive and compelling.
- Make it community focussed.
- Make it interactive and deliberative.
- Provide feedback to the communities being consulted.
- Provide one point of contact for the consultation.



PROPOSED REPAIRS

TO

NOWRA SAILING CLUB WHARF ROAD, NOWRA, NSW

HERITAGE ASSESSMENT

Prepared by:

John Oultram Heritage & Design Level 2, 386 New South Head Road, Double Bay NSW 2028

Tel: (02) 9327 2748 Fax: (02) 9327 2803

Prepared for:

Shoalhaven City Council

July 2012

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1.0 INTRODUCTION

1.1 THE BRIEF

The following report has been prepared to provide a heritage assessment of the Nowra Sailing Club, Wharf Road, Nowra, NSW. The report has been prepared on behalf of Shoalhaven City Council. The site is part of a public reserve under the control of the Nowra Reserve managed by Council.

1.2 THE STUDY AREA

The study area is the Nowra Sailing Club, Wharf Road, Nowra, being part Lot 7 in DP 1002643, Crown Land Reserve No. R45715 for public recreation and access (Figure 1.1).

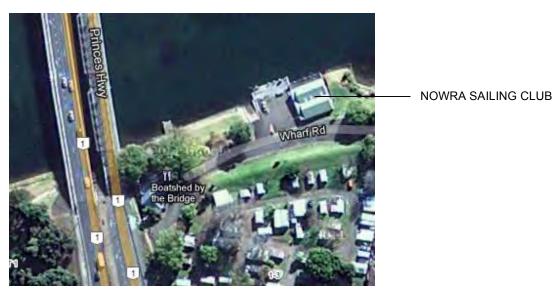


Figure 1.1 The Study Area

Source: Google Maps

1.3 BACKGROUND

Shoalhaven City Council has engaged MacDonald International to carry out a condition report on the Sailing Club to assess the extent of required repairs and a methodology for repairing the building:

Nowra Sailing Club. Structural Assessment and Rectification Report

dated June 2012 (Structural Report).

The Report has identified many areas of concern both in the substructure, (i.e. the piles and bearers) the floors and the superstructure. The building requires extensive repair and the Structural Report has recommended that the building be dismantled, the substructure replaced and the building reassembled on the repaired structure.

This report has been prepared to assess the heritage significance of the place and particularly its intactness to try and identify original fabric and make recommendations as to its treatment.

1.4 PREVIOUS REPORTS

A heritage assessment for the building was prepared for Shoalhaven Council in February 2000.

Simpson Dawbin Associates, Nowra Sailing Club. Heritage Assessment Report (HAR)

The HAR contained a history of the site and this information is included below.

2.0 HISTORICAL SUMMARY

Coastal shipping grew in importance along the south coast of New South Wales from the 1840s onwards. The Illawarra Steam Navigation Company was incorporated in 1853 and steam replaced sail for the boats along the coast. A facility for coastal steamers and sailing vessels was built at Greenwell Point where Alexander Berry had built a wharf in 1829.

Nowra was inaccessible to sea going vessels until a rock outcrop at Bomaderry was broken up in 1904. By this time, the railway line had been extended to Bomaderry that took over much of the transport of goods to and from the region.

The Illawarra Steam Navigation Company (ISN Co.) established an office at Nowra in a timber structure on the site of the current Sailing Club. Three wharves were built at the site. The first was erected in 1884 but was almost destroyed by the flood of 1898. A new wharf and store were built between 1902 and 1904. A third store and wharf are believed to have been built between 1930 and 1935. Nowra Council took over control of the wharf in the early 1900s and improved and extended the wharf in 1913 to accommodate larger vessels.

The wharf was used for steamers once the river had been cleared but this traffic ended after the Second World War. The wharf was also used for river cruises for tourists.

The wharf was taken over by the Nowra District Fishermen's Cooperative in 1948 and by the Nowra Sailing Club in 1964. The Cooperatives coolrooms were removed and the wharf renovated.

The development of the wharf is quite well illustrated in early photographs of the site:



Figure 2.1 Postcard of the wharf dated 1916 showing the original 1884 configuration

Source: HAR, p. 4

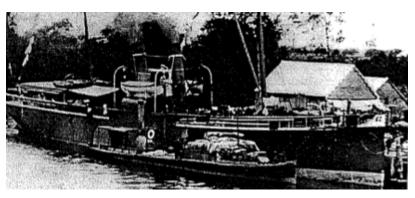


Figure 2.2 ISN Co. coastal steamer *Allowrie* at the wharf in December 1903

Source: HAR, p. 8

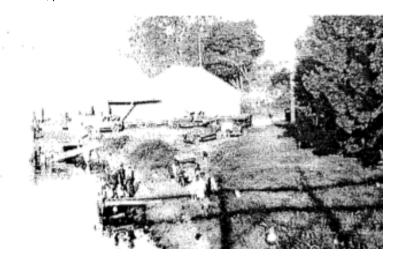


Figure 2.3 View from the southern approach to the bridge c.1915 showing the 1904 cargo shed

Source: HAR, frontispiece



Figure 2.4 View to the wharf during the flood of 1916

Source: State Library of NSW Government Printers Office Ref. 1-19349



Figure 2.5 Undated view to the wharf. The front building appears to have an extension at the rear. The building at the rear appears to be replacement to the building shown in Figure 2.4

Source: State Library of NSW Government Printers Office Ref. 1-48751

The wharf appears to have started as a single, pitched roof structure with a single jetty. A second, smaller pitched roof building was then added to the rear. Skillions were later added to the front and side of the building and the riverside building extended at the rear.

3.0 PHYSICAL SURVEY

An inspection of the property was carried out by John Oultram in June 2012 to ascertain its layout, condition and intactness from its original construction. The result is shown on Figures 3.1 and 3.2.

Nowra Sailing Club is a single storey, timber weatherboard building in two, pitched roof sections with a skillion extension to the west. The walls are generally clad in sawn, chamfered timber weatherboards. There are openings to the east, and north with metal roller shutter doors and to the west with a metal clad door under the roof of the skillion. There are timber windows to the east, north and west elevations fitted with metal security bars. There are high-level openings to the east in the gables.

The roof is in corrugated metal with an overhanging eave to the main roof with timber slats to the soffits. There is a small indent to the skillion at the main entrance and the roof overhangs this to form a small porch.

The boathouse is supported on a timber structure that is set partly on the slope of the bank and partly over the water with log floor joists supported on large, square, timber bearers on main timber beams that are supported on timber piles that are set at the waterline in concrete pipes that have been filled with concrete.

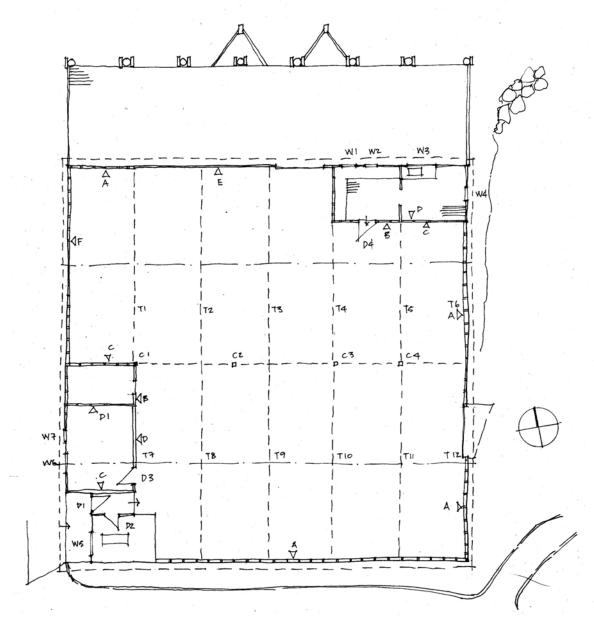
There is a timber deck to the north supported on timber bearers on timber joists with timber beams supported on the timber piles below. There is a crude timber handrail around the deck and there are outriggers at the waterside to support two, timber fenders.

Internally, there are two major spaces with a series of small store rooms under the skillion. There is a small office and kitchen to the north east corner of the building. Generally the floors are in concrete though the floor to the office is in shot, timber boards. The walls are generally unlined and the timber structure is exposed with sawn timber framing with diagonal bracing. Parts of the walls are lined with masonite and some of the external weatherboards are fixed on to fibro sheeting. The internal walls are generally in masonite but the wall to the office is in vertical timber boards.

The roof is supported on sawn timber purlins on blocks fixed to kingpost trusses that span north-south from the outer walls to timber beam supported on a series of square timber posts down the centre of the building. Two of the trusses appear to be from an earlier structure and have stop chamfered decoration to the kingpost. The trusses have steel straps at the junction of the king post and bottom chord and metal strap tie downs at the supports.

The superstructure is in reasonable repair with some evidence of white ant damage and rot. There is also evidence of a fire to part of the east wall.

The substructure is in very poor repair with extensive evidence of rotting and damaged sections and joints. The southern end of the building is very close to the ground and the external level to the road is above the weatherboards.

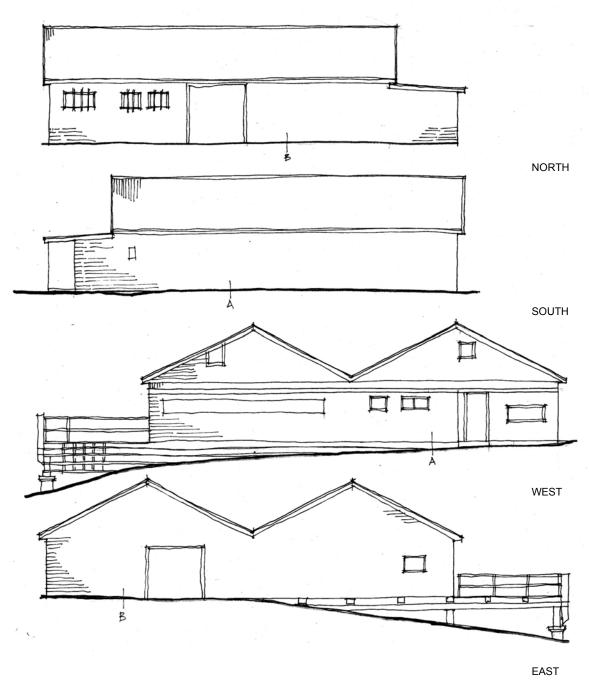


KEY			
ITEM		ITEM	
Α	SAWN TIMBER WEATHERBOARDS ON SAWN TIMBER FRAMING	T1	SAWN TIMBER KINGPOST TRUSS WITH STOP CHAMFERED DETAIL TO THE KING POST
В	VERTICAL SAWN TIMBER BOARDS ON SAWN TIMBER FRAMING	T2-T5	SAWN TIMBER TRUSS
С	EXPOSED SAWN TIMBER FRAME	T6	SAWN TIMBER KINGPOST TRUSS WITH STOP CHAMFERED DETAIL TO THE KING POST
D	MASONITE ON SAWN TIMBER FRAMING	T7-T12	SAWN TIMBER TRUSS
E	MASONITE ON SECONDARY FRAMING		
F	SAWN TIMBER WEATHERBOARDS ON FIBRO ON SAWN TIMBER FRAMING		

Figure 3.1 Nowra Sailing Club - Plan

Physical Survey

June 2012



KEY	
ITEM	
Α	SAWN TIMBER WEATHERBOARDS WITH ARRISS REMOVED
В	SAWN TIMBER WEATHERBOARDS

Figure 3.2 Nowra Sailing Club - Elevations

Physical Survey

June 2012

4.0 HERITAGE CONTROLS

4.1 NATIONAL TRUST

The property is not classified on the Register of the National Trust of Australia (NSW).

4.2 HERITAGE BRANCH OF THE NSW OFFICE OF ENVIRONMENT AND HERITAGE

State Heritage Register

Under the Heritage Act 1977 (amended 1998), the Heritage Branch of the NSW Office of Environment and Heritage administers and maintains the State Heritage Register (SHR), a register of items and places that are considered to have heritage significance at a state level. The subject property is not listed on the State Heritage Register.

Heritage Database

The Heritage Branch also compiles the Heritage Database, a collated database of all places listed on statutory heritage lists, including Local Environmental Plans. The subject property is not listed on the Database.

4.3 LOCAL AUTHORITY

The local authority for the area is Shoalhaven City Council. The property is listed as a heritage item in Schedule 7 Heritage Conservation of the *Shaolhaven Local Environment Plan 1985* (as amended) (LEP).

The conditions of the LEP relating to development of a heritage item would apply.

5.0 DISCUSSION OF SIGNIFICANCE

5.1 HISTORIC SIGNIFICANCE

The Nowra Sailing Club is the most recent incarnation of the wharf and boatshed that has stood on the site since 1884. The early buildings on the site were built to service the shipping trade along the coast to Nowra but early access was limited by navigational problems caused by an obstruction in the river at Bomaderry.

By the time of the removal of the rock obstruction in 1904 the railway line to Bomaderry had been completed and the need for the wharf had diminished though vessels continued to use the wharf for trade and the river cruises. A new wharf and store were built between 1902 and 1904 perhaps to coincide with the clearing of the river. The wharf was improved and extended by Nowra Council in 1913. A third store and wharf were added between 1930 and 1935.

The wharf has historical associations with the Illawarra Steam Navigation Company that used the wharf for the steamship transport of goods.

The wharf and buildings were taken over by the Nowra District Fisherman's cooperative in 1948 and coolrooms added. The extent of this operation is not clear.

The sheds and wharf have been rented by the Nowra Sailing Club since 1964 and have been the centre for sailing activities on the river including regattas and rowing events.

5.2 AESTHETIC SIGNIFICANCE

As could be expected for wharf structures of this type, the buildings are quite utilitarian and are of no recognisable style. There is no detailing of note apart from two of the kingpost trusses (that may date from an earlier period of construction) that have some decorative detail.

5.3 TECHNICAL/SCIENTIFIC

There were previous buildings on the site and the site has some archaeological potential. As noted below, much of the building fabric is relatively recent and there may be little original fabric, apart from the timber substructure that dates from the early development of the place. Structures of this type are common on waterfront locations and the buildings and wharf structure are of little technical merit. The external fenders indicate the former use of the wharf for larger vessels.

5.4 SOCIAL

The wharf has been in continuous use for storage and shipping since 1884 and is indicative of the early development of the area that relied on coastal and river transport for the trade and delivery of goods. The place would have some significance for the local community for its role in the early development of the area.

The place has operated as a base for the Nowra Sailing and Rowing Clubs for over fifty years and is an important resource for local sailors.

5.5 INTACTNESS

The current buildings do not appear to correspond with any of the early photographs of the buildings and wharf (Figures 2.1-2.5) both in form or footprint.

The photograph of the flooded wharf in 1916 (Figure 2.4) shows two buildings with the rear building being a small addition to the building at the river. Both have steeper roof pitches than the current building.



Figure 4.1 Undated photograph of the wharf

What is probably a later photograph (Figure 4.1) shows the waterside building extended with a larger building to the rear that more resembles the current form of the rear section of the Sailing Club. However, there is little evidence in the fabric of earlier structures part from the substructure that is likely to be (in part) original. The wharf structure has been cut back to its current line. The superstructure appears to have been replaced wholesale apart from the two decorated kingpost trusses and (possibly) any extant timber flooring.

6.0 ASSESSMENT OF SIGNIFICANCE

The Heritage Office of New South Wales has issued guidelines as part of the NSW Heritage Manual regarding the assessment of heritage significance. The Manual is a well-regarded methodology for the assessment of cultural significance and is appropriate for application to the subject property.

An item will be considered to be of State (or) local significance if, in the opinion of the Heritage Council of NSW, it meets one or more of the following criteria.

Criterion (a)	An item is important in the course, or pattern, of NSW's cultural or natural history
	(or the cultural or natural history of the local area)
	The Nowra Sailing Club is an example of a timber weatherboard boathouse and
	wharf built on the site of the Nowra Wharf that was originally built in 1884
	The wharf was built to allow the transport of goods by steamships and was later
	used for cruise vessels
	The boatshed and wharf were taken over by the Nowra Fishermen's Cooperative
	in 1948
	The boatshed and wharf have been leased by the Nowra Sailing Club since 1964
	Local Significance
Criterion (b)	An item has strong or special associations with the life or works of a person, or
	group of persons, of importance in NSW's cultural or natural history (or the cultural
	or natural history of the local area)
	The place has associations with the Illawarra Steam Navigation Company that was
	an early user of the wharf
	Local Significance
Criterion (c)	An item is important in demonstrating aesthetic characteristics and/or a high
	degree of creative or technical achievement in NSW (or the local area)
	The building is a modest example of a timber boatshed and wharf set on timber
	piles over the water but has few features of note
	Does not meet the criterion
Criterion (d)	The item has strong or special association with a particular community or cultural
	group in NSW (or the local area) for social or spiritual reasons
	The wharf and sheds have served the local community since 1884 and have
	provide a base for the local sailing club for over fifty years
	Local Significance
Criterion (e)	An item has the potential to yield information that will contribute to an
	understanding of NSW's cultural or natural history (or the cultural or natural history
	of the local area)
	The building may contain remnant fabric and structure from the early buildings on
	the site but this fabric is not readily identifiable
	Local Significance
Criterion (f)	An item possesses uncommon, rare or endangered aspects of NSW's cultural or
	natural history (or the cultural or natural history of the local area)
	The building is not rare
	Does not meet the criterion
Criterion (g)	An item is important in demonstrating the principal characteristics of a class of
	NSW's
	Cultural or natural places; or
	Cultural or natural environments
	The place is representative of a single storey, timber weatherboard boatshed and
	wharf
	Does not meet the criterion at a State level
	(or a class of the local area's:
	Cultural or natural places; or
	Cultural or natural places, or Cultural or natural environments)
	The place is representative of a single storey, timber weatherboard boatshed and
	wharf
	Local Significance
	Representative Historically Locally
	Representative Socially Locally
	Representative Technically Locally
	representative recrimically booting

6.1 STATEMENT OF SIGNIFICANCE

The Nowra Sailing Club is an example of a timber weatherboard boathouse and wharf built on the site of the Nowra Wharf that was originally constructed in 1884 to service the transport of goods by steamships along the Shoalhaven River. It was later used for cruise vessels. The boatshed and wharf were taken over by the Nowra Fishermen's Cooperative in 1948 and have been leased by the Nowra Sailing Club since 1964. The place has associations with the Illawarra Steam Navigation Company that was an early user of the wharf.

The building is a modest example of its type and has been largely rebuilt. It may contain remnant fabric and structure from the early buildings and wharf structure on the site.

7.0 PROPOSED REPAIRS

7.1 STRUCTURAL REPORT

The Structural Report has identified that the substructure to the wharf and boatshed are in very poor condition. The superstructure is in reasonable repair but there are sections that require repair due to rot, white ant attack, fire damage and inadequate structure. The roof has recently been replaced and is in good order.

The Structural Report recommends that the substructure be repaired or replaced and to carry this out economically the Report suggests that the building be dismantled to allow access to the piles and beams. The building could then be reconstructed on the repaired substructure. It recommends against moving the structure in one section as this may lead to damage during the move. It also recommends demolition of the concrete floor structure that is in poor repair and that has caused damage to the timber floor.

We would concur with this assessment.

The report outlines a methodology for the works that includes:

Dismantle

- · Careful dismantling of the superstructure
- Salvage and storage of sound material
- · Demolition of the concrete slab
- · Dismantling of the substructure
- Salvage and storage of sound log bearers
- · Demolition of the beams and piles

Reconstruction

- New piles and beams
- · Salvaged or new log bearers
- New or salvaged timber floor
- Reconstruction of the superstructure with new materials to replace any unsound material

The methodology is quite appropriate in heritage terms. Dismantling of the superstructure would be a straightforward process though marking and recording of the elements for reconstruction is a complicated task and the various elements would have to be replaced in their original location.

8.0 SUMMARY AND RECOMMENDATIONS

An indicative cost of the works is shown in the Structural Report and the cost of the proposed works is considerable. Considering that there is little original fabric in the building and much of the current boatshed is of recent construction, consideration could be given to rebuilding the structure completely. The building is only of local significance and its primary use is to house the local sailing club. Its significance is primarily demonstrated in its location, its piled structure and any original or early fabric.

There is nothing specific in its design that requires a particular building form other than it be a large shed set on the river and given the cost of reconstruction, much of the fabric could be relaced with new material if this was more cost effective. The form of the shed is not original and consideration could also be give to tailoring any new building to the needs of the Sailing Club (e.g. a smaller structure). The early wharf was considerably smaller than that seen today.

Selected elements that should be reused are sound timber from the substructure and the decorated king post trusses. Any other material that is sound and can be readily reused (e.g. trusses, purlins) may be included in the reconstruction but the wall framing and weatherboards are not of high significance and it may be easier to replace these wholesale. Elements to be reused could be selected on a cost merit basis.

We would recommend the following:

- 1. A photographic archival of the place should be carried out prior to the commencement of any major repair works or reconstruction
- 2. Should the reconstruction proceed, a methodology be developed prior to the works commencing for marking and recording the elements to be dismantled and reused to allow them to be placed in their original location
- 3. The works should be the subject of archaeological monitoring and any finds should be recorded by a suitably qualified consultant

JOHN OULTRAM

NOWRA COMMUNITY SAILING CLUB

147 Stafford St. Gerroa. 2534

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22 December 2015.

Brad Davis,

Asset Strategy Manager, Shoalhaven City Council

P.O. Box 42. Nowra. 2042

Dear Brad,

WHERE ARE WE NOW? At present the Nowra Community Sailing Club has a small but growing (we have two new people wanting to try sailing with us this Saturday) fleet of dinghies sailing on Saturday afternoons east of the bridges during the summer season. Additionally we have recently incorporated the Hansa dinghy class association which brought around thirty boats and sailors from all over the region to a regatta on the river last October Long Weekend. In two months we will be running the Hansa State Titles on the river which will now involve at least four entrants from overseas! This is the first time to our knowledge a State Titles regatta has been held on the river, although the last two marathon events have incorporated a heat of the Spiral dinghy Travellers Trophy.

IN 10 YEARS. We hope to see a significantly larger dinghy fleet on Saturday afternoons, based on current growth trends. However we also plan on a growth of Hansa class dinghies for integrated sailing (able bodied and disabled) with schools and other groups during the week and with the Saturday afternoon fleet. We also expect to see major regattas on the river which will bring sailors from all over the nation and considerable publicity for our region.

INFRASTRUTURE NEEDS – NOW – A shipping container, ideally 40 ft. as close as possible to the current disused club house, to store our rescue boat and club sailing boats and a pop up gazebo for officials starting and finishing races east of the clubhouse. **IN THE FUTURE.** As some of the Hansa sailors have some disabilities a disabled (public) toilet as close as possible to the old club house as soon as possible could be considered almost essential, though we realise the difficulties with doing this very quickly. Given the limitations in replacing the clubhouse, Chris Mitchell's idea of a floating pontoon attached to the wharf with a storage for the rescue boat and an officials' shelter ASAP would be a great start. In the long term when the caravan park is redeveloped, which one would think is inevitable, a space for the clubhouse there would be excellent.

NOWRA COMMUNITY SAILING CLUB

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Gerroa

2534 billjauncey@hotmail.com

15 December 2015.

Brad Davis,

Asset Strategy Manager

Shoalhaven City Council

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Nowra

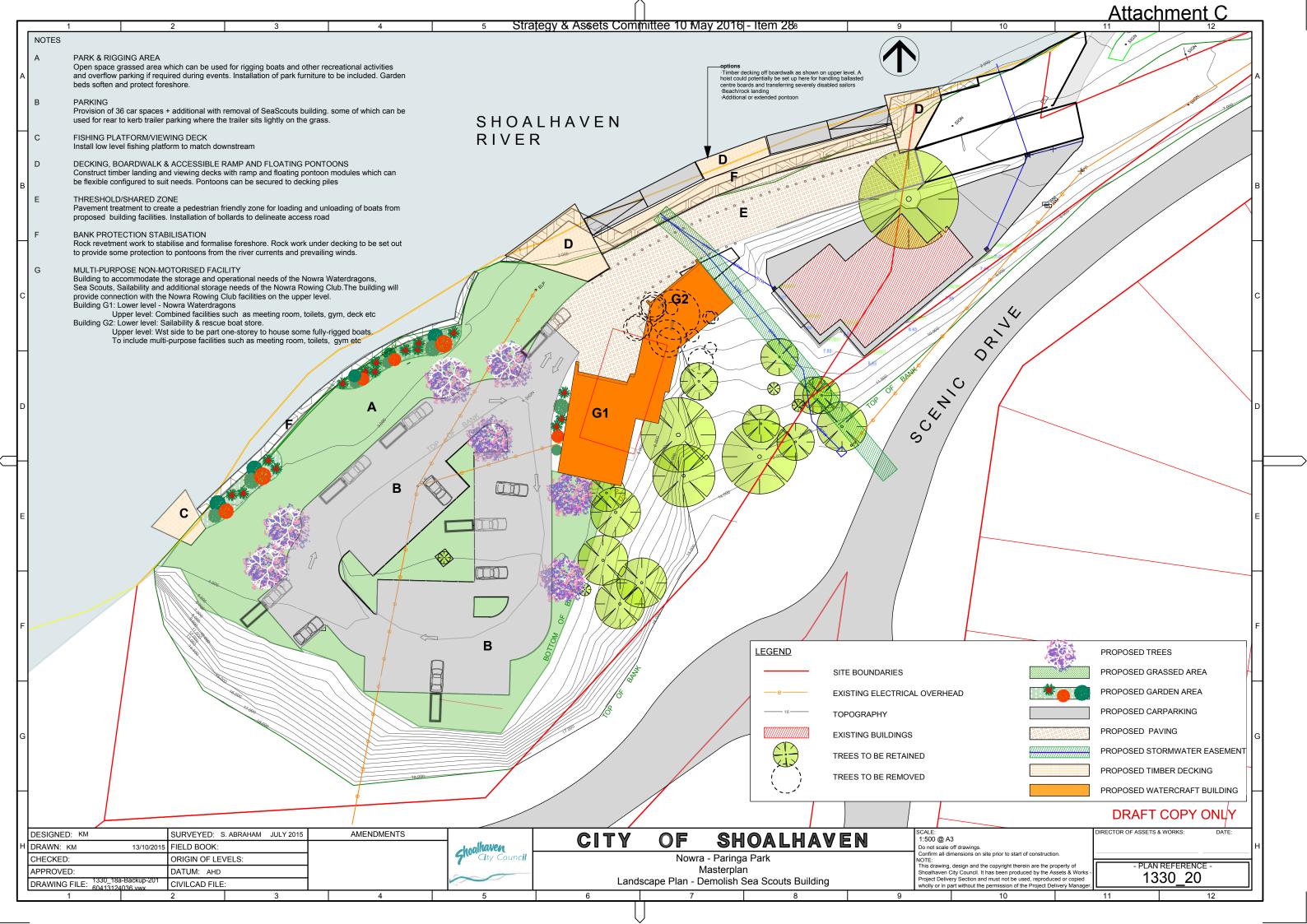
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EXECUTIVE SUMMARY

The Princes Highway, running north to south, links Sydney and the Illawarra Region with the NSW South Coast and beyond to the Gippsland region of Victoria. The section of the Princes Highway covered in this corridor strategy is just over 422 kilometres in length and connects the southern end of the M1 Motorway at Yallah, approximately 20km south of Wollongong with the Victorian Border, south of Eden. The corridor serves as the main transport corridor providing freight and passenger movements to and from the Illawarra and South Coast regions, supports south coast tourist travel demand and connects towns on the south coast with Wollongong and Sydney.

This Princes Highway Corridor Strategy has been prepared by a multidisciplinary project team from Transport for NSW and Roads and Maritime with expertise in road safety, traffic, asset management, land use, environment, planning and development. The strategy sets out the Government's 20 year plan to manage and guide the development of the road corridor to improve safety, traffic efficiency and sustainability.

The purpose of this strategy is to identify:

- Objectives specific to the Princes Highway Corridor that support the NSW Long Term Transport Master Plan, Regional Transport Plans and other State plans (Chapter 2).
- The concerns, values and issues that are important to the community along the Princes Highway (Chapter 3).
- The sources of transport demand along the road corridor (Chapter 4).

- The performance of the Princes Highway in meeting specific targets, standards and objectives (Chapter 5). Measures include road safety, traffic and travel, road design and geometry and road pavement condition.
- How future transport demands that are likely to be placed on the Princes Highway over the next 20 years can be managed and what road corridor improvements are therefore likely to be needed (Chapter 6).
- Current and future challenges in meeting the objectives for the corridor and short, medium and long term priorities to address these challenges on the Princes Highway (Chapter 7).

In assessing the performance of the road corridor against performance measures and targets the corridor was segmented into 20 smaller sections. These included:

- Section 1: Yallah to Gerringong
- Section 2: Mount Pleasant lookout to Berry
- Section 3: Berry
- Section 4: Berry to Bomaderry
- · Section 5: Nowra
- Section 6: Nowra to Jervis Bay Road
- Section 7: Jervis Bay Road to Milton
- Section 8: Milton-Ulladulla-Burrill Lake
- Section 9: Burrill Lake to Batemans Bay
- Section 10: Batemans Bay
- Section 11: Batemans Bay to Moruya



- Section 12: Moruya
- Section 13: Moruya to Narooma
- Section 14: Narooma
- Section 15: Narooma to Bega
- Section 16: Bega
- Section 17: Bega to Eden
- Section 18: Eden
- Section 19: Eden to Edrom Road
- Section 20: Edrom Road to the Victorian Border

The vision for the Princes Highway has been developed to explain what actions should be achieved over the next 20 years in order to improve the performance of the Princes Highway and meet the specific corridor objectives. The vision for the Princes Highway between Yallah and the Victorian Border over the next 20 years is that it:

- Provide freight access for Performance Based Standards (PBS) class 2(B) vehicles (up to 30 metres long and 85 tonnes) south to BTU Road in South Nowra, and to allow PBS class 2(A) vehicles (up to 26 metres long including B-double access) at Higher Mass Limits for the remainder of the corridor.
- Provide four lane divided carriageway north of Nowra in the short to medium term, and manage through and local traffic issues for major urban centres along the corridor, particularly at Albion Park Rail and Nowra.

- Provide improved safety and efficiency through wider clear zones, wider sealed shoulders and lanes and realigned road with smaller grades and smoother curves.
- Maintain connectivity and safe access along the Princes Highway in low lying areas (below four metres Australia Height Datum) and within four kilometres of the coastline in response to climate change and flooding.
- Support the efficient management of planned and unplanned incidents including safe access for emergency vehicles.
- Recognise the corridor to have national importance linking Port Kembla to Sydney and south to Jervis Bay Road.
- Support public transport connectivity between lower Illawarra and South Coast.

Traffic volumes along the Princes Highway vary in the rural sections from around 1000 vehicles per day to nearly 20,000 vehicles per day. In the urban centres, average daily traffic volumes range from over 60,000 vehicles per day at the northern end of the corridor (Albion Park Rail) to 6,000 vehicles per day at the southern end (Eden). The average heavy vehicle percentage along the corridor is 10.9% which ranges from 8.0% around Mogo up to 25% at Kiah, just south of Eden. This particularly high proportion of heavy vehicles reflects high volumes of logging freight and low volumes of light vehicles. The corridor also experiences significant peaks in traffic volumes being particularly evident during holiday periods due to the tourist travel demand

Historic traffic growth ranges from 1.9% at Albion Park Rail and the northern end of the corridor and gradually decreases towards the southern end to approximately 0.5% near Bega and Eden.

Projections over the next 20 years are expected to follow a similar pattern with higher rates at the northern end around Albion Park and Nowra with possible future land development in the area.

The Princes Highway corridor has undergone a number of large projects in recent years to upgrade the Highway including South Nowra upgrade to improve traffic flow and access, an upgrade at Victoria Creek including a new bridge structure and added overtaking lanes and the Bega Bypass. There are also a significant number of projects under construction or are in planning, some of which include the Albion Park Rail bypass, Gerringong upgrade, the Foxground and Berry Bypass.

Key findings of the Princes Highway Corridor Strategy

Road safety

- Between April 2009 and March 2014 there have been a total of 2045 recorded crashes, of which 953 were recorded as casualty crashes resulting in 38 fatalities.
- Off road on curve crashes (in the rural sections of the highway) were the most common type, followed by rear end crashes particularly in the urban town centres. Off road on straight crashes were the next most frequent.
- 6.4% of all crashes involved a heavy vehicle and in only 4.4% was the heavy vehicle the key vehicle.
- Rain was a contributing factor in 23% of crashes and overcast or fog/mist conditions were contributing factors in a further 13%.
- Wet road surface was identified as a contributing factor in 31.6% of crashes.
- 19.9% of crashes occurred in darkness, a further 5.8% at either dawn or dusk and the remainder of crashes occurred during daylight hours.

- 8.3% of crashes occurred at intersections with the highest incidence being in Nowra (32 crashes), Milton-Ulladulla (25 crashes), and between Gerringong and Berry (23 crashes).
- There is a high incidence of pedestrian crashes in Nowra, followed by Albion Park Rail and Eden. Nowra also has the highest number of pedal cyclist crashes followed by Albion Park Rail and Milton-Ulladulla.
- Of the motorcycle crashes in rural areas, there is a relatively high occurrence of motorcycle crashes between Narooma and Bega, followed by Jervis Bay Road to Milton, Burrill Lake to Batemans Bay and between Gerringong and Berry.
- 20% of the Princes Highway Corridor comprises curves with a radius of less than 460m. Kiama Bends and the section between Narooma and Bega have a particularly high proportion of curves less than 460m.
- 14% or 50km of the Princes Highway south of Jervis Bay Road consists of curves less than 460m radii in 100km/h speed zones.

Travel speeds and level of service

- The highest levels of traffic growth are between 1.7% and 1.9%, recorded at the northern end between Yallah, Kiama, Gerringong and Nowra. Lower levels of growth are shown in the middle section of the highway with growth at Batemans Bay at 0.9%, growth at Bodalla at 1.3% and the lowest levels are recorded at Bega and Eden of 0.5%. These figures are consistent with the predicted population growth figures.
- Level of Service between Jervis Bay Road and Sussex Inlet Road has been assessed using TRARR and has demonstrated a poor Level of Service during peak periods.
- A potential overtaking lane study is recommended for sections of the highway south of Jervis Bay Road. Sections for priority include Jervis Bay Road to Milton, especially southbound, Burrill Lake to Batemans Bay and Narooma to Bega.
- A detailed intersection analysis that prioritises and recommends minimum treatments needs to be completed between Jervis Bay Road and the Victorian Border to update the report completed in 2003.

- The Princes Highway includes a number of long detours in the event of a serious incident or road closure. This could be better managed with the provision of Intelligent Transport Systems at key locations along the highway.
- Traffic movement through the urban centres along the corridor will continue to be monitored and managed.

Freight productivity

- The Princes Highway passes through a number of mountainous sections. Between Batemans Bay and Moruya, Narooma and Bega and Bega to Eden have some longer section with grades steeper than 8%.
- HML Vehicles are restricted to the northern and southern ends of the corridor due to bridge constraints.
- There are height constraints on the Wagonga Inlet Truss Bridge at Narooma, with no access for vehicles over 4.5m.
- Vehicles longer than 19m are not permitted between Kianga Road at North Narooma and Jews Creek Road at Bega due to poor alignment issues on the Highway.
- Minor upgrades are required at a couple of Heavy Vehicle Inspection Sites along the corridor.
- Monitoring the adequacy of rest area facilities and ensure that they meet current standards.

Asset performance

- Just over half of the Princes Highway corridor, south of Jervis Bay Road has lane widths less than the Network Target.
- There are 13 bridges and culverts on the Princes Highway corridor that are less than 7.0m wide and a further 17 bridges and culverts less than 8.4m wide.
- Many sections of the Princes Highway corridor have sealed shoulder widths below the recommended targets.
- A targeted clear zone and safety strategy is required on the Princes Highway between Yallah and the Victorian Border.

- The increased use of Audio Tactile Edge Line should be considered in sections with a high incidence of fatigue and run off road type crashes. Median treatment and roadside barrier may also be considered in these areas where appropriate.
- The section of the Corridor between Narooma and Bega has the greatest number of slopes with a high risk ARL.
- Five bridges have been identified as being deficient for HML access and six bridges have been identified with a 'poor' Bridge Health Index. Only the Bridge over the Clyde River at Bateman's Bay is in both of these categories.

Taking action

To address the identified challenges of maintaining safe and stable traffic flow in urban centres, providing access for High Productivity Vehicles to the entire corridor, improve road safety performance, improve road alignment, lane width and pavement condition, the following short, medium and long term priorities have been identified:

Short term priorities:

- Complete planning and commence construction of the Albion Park Rail bypass.
- Complete the construction of the Foxground and Berry Bypass to four lane divided carriageway.
- Commence construction of the Berry to Bomaderry Princes Highway Upgrade.
- Work with Shoalhaven Council to develop/ improve pedestrian and cyclist access and facilities in Nowra.
- Complete planning and commence construction of a new Shoalhaven River crossing and improve information to motorists through the use of VMS and other Intelligent Transport Systems.

- Develop a traffic model of the Nowra and Bomaderry town centres to inform the development of a traffic management strategy to address:
 - Traffic Efficiency
 - Road Safety
 - Pedestrian and Cyclist access and safety issues.

The Nowra Bomaderry traffic management strategy initiatives will be implemented on a priority basis focussing in particular on improvements to the Cambewarra Road, Bolong Road, Illaroo Road and Bridge Road intersections.

- Work with Shoalhaven Council on the Browns Road and Flinders Road connection with the Princes Highway.
- Investigate options to upgrade the northbound bridge over Currambene Creek to be suitable for HML access.
- Undertake a route safety study between Jervis Bay Road and Milton, Burrill Lake and Batemans Bay and Narooma and Bega to identify:
 - Specific intersection improvements to address crashes.
 - Other minor improvements including the installation of tactile line marking, widening shoulders including the outside of curves, increasing the clear zone and installing safety barriers where clear zones cannot be increased.
 - Investigate further opportunities to improve the road safety performance specifically between Wandandian and Conjola.
- Prepare a 'Potential Overtaking Lane' study between Jervis Bay Road and Milton, Burrill Lake and Batemans Bay and Narooma and Bega to identify suitable locations for overtaking lanes. The outcomes of this report will be considered in conjunction with the recommendations of the Route Safety Study.
- Complete investigations into the management of the bridges over Yackungarrah Creek and Currowar Creek.

- Continue to manage peak holiday traffic through Milton with manual traffic control and monitor the success and impact of the management strategy.
- Investigate options to improve driver information using Intelligent Transport Systems to inform drivers upstream of Milton of the traffic conditions.
- Continue to preserve the existing LEP corridor through Milton and Ulladulla and manage traffic through the urban centres.
- Construct the replacement bridge over Burrill Lake.
- Construction of the Termeil Creek project Princes Highway upgrade which will realign approximately 1.6km of highway and replace the old bridge.
- Undertake an intersection safety review in Batemans Bay to identify:
 - Worst performing intersections.
 - Specific intersection improvements.
 - Potential improvements to the operation of the signalised intersections.
- Commence planning for a new bridge over the Clyde River at Batemans Bay.
- Provide a safe and efficient connection to the South Batemans Bay Link Road.
- Develop a road safety program of minor improvements to address deficiencies south of Batemans Bay.
- Work with Bega Valley Shire Council to develop a pedestrian access and safety strategy and improve the existing pedestrian and cyclists facilities through the urban centre of Eden.
- Construction of Dignams Creek project to address poor road alignment, poor intersections and property access and the narrow bridge over Dignams Creek. Further investigations are also required between Narooma and Bega to identify and prioritise other remedial works to address narrow lane and shoulder widths and insufficient clear zones.
- Develop management plans to prioritise and address slope stability issues between Narooma and Bega and between Eden and Edrom Road.

- Investigate the adequacy of clear zones along the Princes Highway corridor. Sections with less than desirable clear zones, no safety barrier and an associated crash history should be prioritised for remedial works.
- A detailed intersection analysis from a safety perspective has been conducted identifying the worst performing intersection and prioritising potential upgrades along the Princes Highway. Additional analysis needs to be completed between Bomaderry and the Victorian Border to update the report completed in 2003 and assess intersections in terms of performance and design and prioritise intersection upgrades in terms of both safety and efficiency.
- Development of an ITS strategy for the Princes Highway to manage driver expectation about travel times during peak periods and improve driver information in the event of road closures with the use of VMS and other ITS.

Medium term priorities:

- Commence investigations to identify possible improvements required to address the deficient alignment and road safety issues associated with Kiama Bends.
- Construct replacement or upgrade existing bridge on the northbound carriageway over Currambene Creek to cater for HML B-double access.
- Investigate options to replace or widen Gooloo Creek Culvert and Condies Creek Bridge.
- Develop options for a new bridge over the Wagonga Inlet balancing anticipated freight and regional travel demand against the cost of infrastructure.
- Commence planning for the replacement of Brogo River Bridge including addressing the constraints and road safety hazards on the southern and northern approaches.

- Undertake a route safety study on section 17 between Bega and Eden to identify:
 - Minor improvements including the installation of audio-tactile line marking, widening shoulders and clear zones including the outside of curves and installing safety barriers and centre median treatments, where appropriate.
 - Treatments to target 'Off Road on Curve' type crashes on high speed curves.

Long term priorities:

- Continue to monitor and manage traffic issues within Nowra. This includes evaluating the implementation of a traffic management strategy for the Nowra and Bomaderry townships and if required, identifying a suitable longer term solution to improve connectivity between Bomaderry and Nowra following the implementation of short and medium traffic management solutions.
- Investigate the suitability and need of the bypass corridor through Milton and Ulladulla and determine what benefits this would provide to the network, efficiency and safety through the Milton and Ulladulla town centres.
- Undertake a route safety study between Eden and the Victorian Border to identify:
 - Minor improvements including the installation of tactile line marking, widening shoulders and clear zones including the outside of curves and installing safety barriers and centre median treatments.
 - Treatments to target 'Off Road on Curve' type crashes on curves with high speed zones.
- Prioritise any remaining sections of the corridor that continue to be a constraint to Restricted Access Vehicles including narrow bridges, culverts, lane and shoulder width.
- A long term aspiration will be to upgrade all narrow bridges to facilitate efficient freight movement and improve safety.