

**Regional Growth
Environment & Tourism Fund**

**Shoalhaven Sustainable Tourism
Infrastructure Package**

BUSINESS CASE



KEY PROPOSAL DETAILS

PROPOSAL INFORMATION	
Proposal name	<i>Shoalhaven Sustainable Tourism Infrastructure Package</i>
Lead proponent (e.g. Council)	<i>Shoalhaven City Council</i>
Lead proponent ABN	<i>59 855 182 344</i>
Proposal partners	<i>Ulladulla Local Aboriginal Land Council</i>
LEAD CONTACT	
Name	<i>Stephen Dunshea</i>
Position	<i>Director - Finance, Corporate and Community Services</i>
Phone	<i>02 4429 3333</i> <i>0414 194 450</i>
Email	Stephen.dunshea@shoalhaven.nsw.gov.au
Fax	<i>02 4422 1816</i>
Address	<i>36 Bridge Road NOWRA NSW 2541</i> <i>PO Box 42 Nowra NSW 2541</i>
PROPOSAL SCOPE	
Proposal summary for publication <i>Please provide 150 words or less</i>	<p><i>The project showcases the iconic coastline and waterways of the increasingly popular Shoalhaven area, the most visited regional council area in NSW. It promotes sustainable nature-based, cultural and accessible tourism through a series of foreshore walks and other projects across the region.</i></p> <p><i>These projects will enable tourism growth to continue through a diversified offering that actively manages existing tourism hot spots, while encouraging visitors to explore new opportunities - meaning longer stays and greater expenditure.</i></p> <p><i>The project focuses on three key areas - nature-based attractions, Indigenous heritage and equal access opportunities - all of which are recognised as being foundations for attracting and integrating tourism in a way that is both respectful and engaging to a wide audience.</i></p> <p><i>Ultimately the package will drive tourism growth, with more visitors coming throughout the year, staying longer and creating sustainable jobs within the tourism sector, assisting to further developing the Shoalhaven's economic diversity.</i></p>
PROPOSAL LOCATION	
Proposal address	<p><i>The project sites are located across a number of Council and Crown owned lands. Project sites include:</i></p> <ul style="list-style-type: none"> <i>Vincentia - Plantation Point</i> <i>Sanctuary Point - Palm Beach</i> <i>Sanctuary Point - Basin Walking Track</i> <i>Sanctuary Point - Bherwerre Wetland</i> <i>Jervis Bay - Hyams Beach</i> <i>Ulladulla - Warden Head Walking Trail and North Head Walking Trail</i> <i>Kioloa to Narrawallee - Murramarang Coastal Walk</i>
Local government area	<i>Shoalhaven City Council</i>
NSW electorate	<i>Kiama and South Coast Electorates</i>
Federal electorate	<i>Gilmore</i>

SUPPORTING INFORMATION	
Attachments <i>Please list out all supporting information provided</i>	<i>Appendix A – Project Letters of Support</i> <i>Appendix B – Project Plans</i> <i>Appendix C – Project Cost</i> <i>Appendix D – Media Monitor Report - 6 / 7 January 2019</i> <i>Appendix E – Project Implementation Gantt Chart</i> <i>Appendix F – Project Funding Commitment</i>

DOCUMENT INFORMATION

Document Summary Information	
Version	1
Version Release Date	31 January 2019
Document Security	None

Document History			
Version	Amendment	Amendment Date	Amended by
1	Initial draft document	December 2019	ST
2	Final draft	23 January 2019	ST / SPH
3	Final	31 January 2019	ST

CONTENTS

1	EXECUTIVE SUMMARY	1
2	CASE FOR CHANGE.....	3
2.1	BACKGROUND	3
2.2	RATIONALE FOR INVESTMENT.....	5
2.3	STRATEGIC ALIGNMENT	7
2.4	EXPECTED OUTCOMES.....	11
2.5	STAKEHOLDER & COMMUNITY SUPPORT	12
3	ANALYSIS OF THE PROPOSAL	15
3.1	OBJECTIVES & INDICATORS	15
3.2	THE BASE CASE	15
3.3	OTHER OPTIONS CONSIDERED	17
3.4	INFORMATION ABOUT THE PROPOSAL	18
3.5	PROJECTED COSTS	28
3.6	COST-BENEFIT ANALYSIS & FINANCIAL APPRAISAL.....	31
3.7	PROPOSED FUNDING ARRANGEMENTS	33
4	IMPLEMENTATION CASE.....	34
4.1	PROGRAM & MILESTONES	34
4.2	GOVERNANCE	35
4.3	LEGISLATIVE, REGULATORY ISSUES & APPROVALS	37
4.4	PROPOSED MANAGEMENT ACTIVITIES	38

1 EXECUTIVE SUMMARY

Rapid growth in tourism in the Shoalhaven in recent years has resulted in the urgent need for infrastructure works to be completed to assist in the sustainable management of tourism visitation into the future. The Shoalhaven is now the most visited LGA outside the Sydney CBD and the Sustainable Tourism Infrastructure Package is designed to provide core infrastructure in key tourism hot spots, combined with a range of infrastructure works to facilitate the diversification of product offerings.

The project works are focused around the areas of equal access, cultural and nature-based tourism, including a number of walking trails and tracks to support one of the key drivers for tourism to the area – the natural environment. In short, the package of work will include seven co-ordinated projects as follows:

- **Vincentia / Plantation Point Inclusive Beach Access Project** – Providing equitable beach access at this popular location on the shores of Jervis Bay.
- **Sanctuary Point / Palm Beach** – Providing a waterfront public open space in one of the most popular fishing and boating destinations on the NSW South Coast - St Georges Basin.
- **Basin Walking Track** – Providing a regional level raised boardwalk / waterfront walkway along a 5km+ length of the St Georges Basin foreshore.
- **Bherwerre Wetland** – Providing an environmental education experience inter-connected between the Basin Walking Track (above) and the renowned tourism area of Jervis Bay.
- **Hyams Beach** – Providing this high-profile tourism hot spot - famed for the 'whitest sand in the world' - with a range of new infrastructure works to support a more sustainable level of visitation.
- **Ulladulla Headland / Warden Head walking trails** – To be undertaken in conjunction with the Ulladulla Local Aboriginal Land Council (ULALC) and incorporating the Coomee Nulunga Cultural Trail, the project will support Indigenous tourism opportunities and incorporate the local Aboriginal community's guided tours.
- **Murramarang Coastal Walk** – Providing expansion to the Murramarang Coastal Walk, which has received partial funding via NPWS within the national park areas only, resulting in a multi-day 45km coastal natural walking experience.

Council's *Destination Management Operational Plan 2017* highlights the vision for the Shoalhaven that can be enhanced through the proposed infrastructure works: *'Our Vision: Shoalhaven City to be recognised as year-round destination, valued for its quality environment and visitor experiences.'* To achieve this vision, the project has clear and definable objectives as follows:

- To diversify tourism opportunities to enable long-term sustainable tourism growth - and in doing so, to drive economic development and job creation.
- To counter negative experiences of tourists - as a consequence of overcrowding in tourism hot spots where existing infrastructure is unable to adequately cater to demand, and results in dissatisfaction and potentially negative trends in visitation.
- To counter negative experiences of locals towards tourists due to inadequate infrastructure causing friction between tourists and local communities - which has the impact of reinforcing negative experiences and damaging the popularity of the area.

If tourism support infrastructure is adequately provided, then positive experiences can be reinforced, tourism operators can confidently recommend places to "go and see", and these positive experiences can

then reinforce ongoing growth opportunities. This future growth will assist in further expanding the estimated 6,000 jobs that are directly associated with the Shoalhaven's tourism industry. Based on the conservative estimate of 2.5% growth above current projections, around 170 new jobs can be expected, jobs that are ongoing and sustained as a consequence of the year-round focus of the proposed works.

Moreover, the project has a very direct link to the recently released *Regional Economic Development Strategy 2018 - 2022* (REDS) for the Shoalhaven area. This document identifies that the tourism sector is "*one of the most significant sectors in the Shoalhaven regional economy*". One of the four key economic directions highlighted by the document is to *Drive tourism growth in the Region*. It highlights that the area is "*endowed with a world class marine environment and national parks that appeal to both residents and visitors*" suggesting that in order "*To retain and grow its population base while maintaining its competitiveness with other holiday destinations, the Region must continue to invest in actions and infrastructure that enhance visitation and regional liveability*" - a direct correlation to the grant request.

Consumer behaviour also shows that visitors are influenced not just by one hero product, but by a mixture of quality business operators, beautiful attractions and a quality in region experiences. All aspects coming together encouraging visitors to enjoy their time in the region, stay longer, spend more, tell others about their experience and keep coming back. It is a key strategy for the Shoalhaven destination to encourage repeat visitation and support businesses in providing year-round employment by balancing the extremes of peak period visitation. It is the intent of the Sustainable Tourism Infrastructure Package to further reinforce this direction.

2 CASE FOR CHANGE

2.1 BACKGROUND

The Shoalhaven is the most visited regional local government area in NSW and is estimated to be one of the top regional destinations in Australia. In itself, the locality is accessible, popular and has a number of iconic features that are very well-known to visitors from within NSW, interstate and internationally.

The objective of the package of works is to address the significant increase in visitation from both domestic and international markets over the last five years and to seek to sustain these levels of growth through consolidation of existing attractions and development of new, all through infrastructure investment that supports the current and future numbers of visitors. This will enable a continued increase in visitors arriving in the region - both returning because of the great experiences, as well as encouraging new first timers. The ultimate purpose is to see more visitors spending more time and therefore money in the region, resulting in more jobs in the area across a greater period of the year.

The project will be delivered through a program of infrastructure works, with an emphasis on linking and expanding on existing coastal walks and trails and in doing so, facilitating sustainable long-term growth, that is matched by the associated infrastructure needs. This project also addresses a number of tourism infrastructure deficiencies in tourist hot spot areas, diversifies the available experiences to other localities, and supports year-round tourism activities.

As an integrated package of works, there are a number of key projects that will be delivered including (from north to south):

- **Deliverable 1 (D1) – Vincentia / Plantation Point Inclusive Beach Access Project** – The Plantation Point area is a popular beach access location on the shores of Jervis Bay. The project is located on the Barfluer Beach side of the Point, which is home to the Vincentia Sailing Club and a beach which is known for its gentle and protected access point. The facilities will enable equitable access for all and be a key inclusive tourism drawcard for the area. Funding has been received for part of these works, though the remaining elements as set out in the project costs at Appendix C are identified for implementation of the entire project. The works include:
 - Beach access ramps down to the beach (funding already available)
 - General amenities including disability access facilities (partial funding available)
 - Adult lift and change amenities facility
 - New accessible pathways between change facilities, parking and beach access ramps
 - New accessibility compliant car parking spaces
- **Deliverable 2 (D2) – Sanctuary Point / Palm Beach** – A waterfront public open space in one of the most popular fishing and boating destinations on the NSW South Coast - St Georges Basin. The project will provide upgraded equal access from the amenities (disabled compliant) to the car parking area, beach and open spaces areas, where a loop pathway and new accessible BBQ and picnic shelter facilities are to be provided. The works will include:
 - BBQ and shelters in two locations
 - New accessible pathways and loop between carpark, open space, beach and amenities
 - New access pathway from Palm Beach up to the adjoining Greville Avenue and through to other shared paths and to Bherwerre Wetlands (see further below)
 - Upgrades around the existing compliant amenities building
 - Carpark improvements

- **Deliverable 3 (D3) – Basin Walking Track** – This project will see the upgrade of the existing basic track to a regional level raised boardwalk / waterfront walkway connecting the western end of the existing Basin Walking Track to Palm Beach and beyond to the Bherwerre Wetland walks, and further again to the shared pathways that connect on to the Round the (Jervis) Bay walk further north. The path provides an alternative to the Round the Bay walk, being protected from summer north-easterly winds which can impact on that facility. The paths would generally be, or be near to, disability compliant standards wherever possible, again focusing on nature-based attractions with high levels of accessibility. Works would include:
 - A mixture of gravel and raised boardwalk style trails traversing low-lying areas around St Georges Basin waterbody
 - A new shared pathway to link Palm Beach to the Bay and Basin Shared Path network via the Bherwerre Wetland
- **Deliverable 4 (D4) – Bherwerre Wetland** – The Bherwerre Wetland area connects to the Basin Walking Track and shared path which in turn connects Jervis Bay and Sanctuary Point / St Georges Basin. The grant works would facilitate the construction of the hard infrastructure whilst not jeopardising the site as a biodiversity stewardship and offset site in the future. The area contains a number of protected vegetation types and is ideal for nature-based activities including bird watching, bush walking and environmental education. The project was conceived and developed in conjunction with the local community and will provide disability compliant parking and pathways around the eastern portion of the site. Works will include:
 - A mixture of gravel and raised boardwalk style trails, including fully accessible component
 - New disabled compliant parking spaces connecting to the accessible pathway on the eastern edge of the wetland
 - Viewing and rest areas with seating and interpretative information
- **Deliverable 5 (D5) – Hyams Beach** – As a high-profile tourism hot spot, the Hyams Beach project will provide a range of infrastructure works to support a more sustainable level of visitation to what has become one of the most iconic destinations on the NSW South Coast – famed for the ‘whitest sand in the world’. Project works will include a range of accessibility improvements, including all-access amenities, pathways and viewing opportunities. Works will include:
 - Carpark redesign and re-surfacing (partly funded)
 - Road widening and design to incorporate peak season one-way traffic flow system
 - Footpaths and pedestrian access into existing open space / parklands
 - Playground improvements and provision of new accessible BBQs and shelters
 - Provision of a new amenities block at Chinaman’s Beach
 - Additional funding for the Seamans Beach amenities extension (partly funded)
 - New beach access stairs and paths
 - Additional car and parallel parking areas
- **Deliverable 6 (D6) – Ulladulla Headland / Warden Head walking trails** – To be undertaken in conjunction with the Ulladulla Local Aboriginal Land Council (ULALC) and incorporating the Coomee Nulunga Cultural Trail, the project will support Indigenous tourism opportunities and incorporate the local Aboriginal community’s guided tours. The project includes provision of comprehensive improvements to both the North Head Walking Trail and to the Warden Head on the southern headland - with existing pathways and recently constructed links being used to

provide access between the two. Both projects will seek to improve accessibility through re-surfacing and other improvements, with "One Track for All" being upgraded with a view to increasing accessibility and compliance with disability standards wherever possible. The works will include:

- Replacement of the Bunaan sculpture (current commission by the ULALC as in-kind contribution to the project)
 - New boardwalks and track improvements in areas of Coomee Nulunga Cultural Trail
 - Viewing area and interpretative signage on both headlands
 - Resurfacing and trail improvements to the North Head Walking Trail
- **Deliverable 7 (D7) – Murramarang Coastal Walk** – Which will see the substantial expansion of the Murramarang Coastal Walk, which has received partial funding via National Parks and Wildlife Service within the existing national park areas, particularly the Murramarang National Park. The project is a significant opportunity for the southern Shoalhaven area, with links provided from the north and to the south to extend the walk from Narrawallee / Mollymook through to Merry Beach / Kioloa - a total distance of approximately 45km. The proposed works include:
 - New or upgraded beach access points
 - A section of new track construction
 - Directional bollards and interpretative signage

A number of the deliverables are in the locality of the iconic Jervis Bay, Hyams Beach and Huskisson areas - areas that have received significant positive as a consequence of the natural beauty, and in more recent times, negative publicity as a consequence to severe overcrowding. These deliverables (D1 - D5) seek to build on existing pedestrian and cycle connections and are located in equally impressive natural environments - acting to diversify the offerings within the immediate area of known hot spots (i.e. those area that have known high levels of visitation which are not sustainable and require Council's intervention through traffic and crowd control management during peak periods). Deliverables D6 - D7 provide for new and improved offerings further south, enabling the dispersal of visitation to alternate areas from the Jervis Bay and Huskisson localities.

Through this combined approach, there is no doubt that the proposed infrastructure works will have the consequence of growing, diversifying and sustaining growth in the visitor economy of the Shoalhaven through highlighting areas of nature-based, cultural and accessible tourism opportunity.

2.2 RATIONALE FOR INVESTMENT

The project addresses the need to provide for increased infrastructure that can assist in managing and diversifying the significant increase in visitation to the area that has occurred in recent years, as well as facilitating ongoing growth of tourism into the future. The new infrastructure investment seeks to sustain and grow these levels of visitation through consolidation of existing, and the opening up of new opportunities to spread the load away from known hot spots, to other nature-based assets.

Visitor growth in recent years is verifiable through the tourism data that is used at both the State and national levels, and includes:

- Tourism Research Australia's National and International Visitor Survey datasets highlight growth in the domestic overnight market between March 2013 and March 2018 of more than 45% - increasing from 1.08 million to 1.58 million during the period;

- The same datasets and periods highlight day visitation increased by more than 30%, from 1.34 million to 1.76 million; and
- Similarly, international visitation increased by 230%, from just over 27,000 visitors to more than 63,000.

The consequence of these significant increases in visitation has been the deterioration of the quality of the experiences at hot spot locations such as Hyams Beach, where its notoriety has resulted in severe impacts on local amenity including traffic management, car parking, toilet, waste management and pedestrian access concerns - as highlighted in the following images that have been present in local, Sydney and interstate media. These situations are damaging to the visitor experience, damaging to local communities and the environment, and to the overall reputation of tourism in regional NSW.



Figure 1: Impacts of tourism over-crowding at Hyams Beach

The rationale for investment in new infrastructure is twofold:

- Firstly, to provide new infrastructure in hot spots such as Hyams Beach to enable the area to be better managed and to control the potential adverse impacts of dissatisfaction for both tourists and be local residents. This would include:
 - Improved parking and traffic management facilities;
 - New pathways and beach access to facilitate pedestrian movement in a safe environment; and
 - New and improved amenities and open space facilities to meet visitor needs.

- Secondly, to provide new visitor attractions in the Jervis Bay area, as well as further afield to encourage visitors to disperse through the region, rather than focusing on single localities such as Hyams Beach and Huskisson. This would reduce the pressure on existing areas, whilst enabling a more sustainable platform for future tourism growth. These new and improved visitor attractions are based around key areas of nature-based, cultural / Indigenous and accessible tourism.

The provision of the infrastructure will provide a sustainable platform on which to manage and grow regional tourism in the area across a broader range of attractions and through a focus on three key strengths and directions of the area: nature-based, cultural and accessible tourism. Each project has elements of one and typically two or all three of these areas.

Support for the Coomee Nulunga Cultural Trail at Warden Head has also been received from the Ulladulla Local Aboriginal Land Council, whilst the Planation Point and other projects within the broader package are supported by accessible tourism operators and Council's Access and Inclusion Committee. Some projects have received partial funding, and additional funds are now being sought for more comprehensive project completion. With strong growth and high levels of support for the expansion for Indigenous and accessible tourism opportunities, these outcomes can only be achieved with enhanced infrastructure and expanded experiences – being the subject of this Environment and Tourism Fund Grant.

2.3 STRATEGIC ALIGNMENT

Consumer behaviour has been influenced in recent years not just by access to single "hero product", but to a mix of quality business operators, beautiful attractions and quality region experiences. All aspects together encourage visitors to not only come once, but also enjoy their time in our region, tell others about it and keep coming back. It is a key strategy for the Shoalhaven destination to encourage repeat visitation and support businesses in providing year-round employment by balancing the extremes of peak period visitation. This is also a fundamental aim of the current project and the key reason why it meets the statutory purposes of the Restart NSW Fund – it will provide a range of base infrastructure to facilitate sustained tourism growth in existing key 'hot spots', whilst providing new experiences in the valuable nature-based, cultural and accessible tourism sectors to help diversify the offering of the area.

There is no doubt that the proposed infrastructure works will have the consequence of growing, diversifying and sustaining growth in the visitor economy of the Shoalhaven area, whilst highlighting the areas nature-based, cultural and accessible tourism strengths. The suite of infrastructure projects is well aligned with a wide range of tourism and economic development strategies and have great potential through all three of the key drivers of jobs:

- Promotion of off-peak period visitation to sustain the industry through the traditional annual peaks and troughs;
- Driving international visitation through greater experience opportunities that have the infrastructure capability to match; and
- Continuing the growth in domestic overnight visitation to the area that creates the backbone of the local industry more broadly.

The alignment of the project with local, regional and state priorities is outlined below.

Alignment with Strategic Objectives - Local Government

The project is closely aligned with a number of Shoalhaven City Council's strategic plans. At the broader local government level, the project is consistent with the outcomes of Council's Community Strategic Plan, including specific reference to the importance of tourism as a positive economic and social outlet for the local community. The Plan also highlights how "*natural and rural landscapes form part of the cultural*

heritage and 'sense of connection' for the community and are an important tourism and economic assets". The project is also central to all four pillars of the Community Strategic Plan including:

1. Resilient, safe and inclusive communities - including their connection to place, the visitors that come to the area and the opportunities for localised experiences;
2. Sustainable, livable environments - including functional towns and villages that work alongside the visitor economy and the natural environment to create a sustainable balance; and
3. Prosperous communities - incorporating the social and economic needs of the communities, including access to employment opportunities, over 6,000 of which are connected to tourism in the area.
4. Responsible governance - this is the platform to enable Council to actively pursue these directions, including preparation of Strategic Infrastructure and Financial and Asset Management Plans associated with tourism potential - as further outlined below.

See copy of the Community Strategic Plan (referred to as the Integrated Strategic Plan) here - <https://www.shoalhaven.nsw.gov.au/My-Council/Integrated-Strategic-Plan>

At a more detailed level, Council's Destination Management Operational Plan and Draft Destination Management Plan highlight that there have been high levels of tourism growth in recent years. The provision of supporting infrastructure and increasing the number and quality of experiences is one key to maintaining a sustainable, and more valuable, level of visitor spend. The top two opportunities identified by the Destination Management Operational Plan highlight "*substantial state and federal grants for tourism, employment and infrastructure*", leading to the development of the current package of works and this application, and "*customer trends towards healthy lifestyle match outdoor natural product, allowing for further leverage of activity-based sector*", which is the primary target of the proposed infrastructure works. Conversely, the top weakness was recognised as "*lack of tourism infrastructure not meeting demands of customers*" creating the threat of visitors not returning to the area.

Whilst the Destination Management Operational Plan is not a public document (though can be provided on request), the Draft Destination Management Plan 2018-2023 has recently been exhibited by Council inviting feedback from the community and industry. The Draft Destination Management Plan as exhibited can be found here - <http://doc.shoalhaven.nsw.gov.au/DisplayDoc.aspx?record=D18/440130>

Council's *Economic Development Strategy - A Productive Shoalhaven*, highlights that the area is synonymous with agriculture and tourism activities, and natural lifestyle attributes which are desired by many seeking sea and tree change opportunities. It further highlights that the tourism sector will continue to play a very important role, creating and building upon the enviable natural lifestyle attributes of the area, as well as providing entry level employment opportunities for the area's young. The Tourism, Accommodation and Food Services section of the Strategy further highlights the need to "*Advocate for the implementation of enabling tourism infrastructure*" with its significant economic generation role.

See a copy of the Economic Development Strategy here - <http://doc.shoalhaven.nsw.gov.au/displaydoc.aspx?record=D17/183409>

With the physical project to be delivered through Council's Project Delivery Unit, which includes asset management, the long-term nature of the project in a lifecycle and asset management sense has been foremost in design processes. Council is the custodian of numerous assets on public foreshore and others lands, with asset management processes seeking to provide the greatest benefit from these assets in the most cost-effective manner. In terms of the project, Council has carefully considered life-cycle costs and benefits (both direct and in-direct) and with funding assistance for the capital infrastructure, believe ongoing maintenance and repair is both affordable, and with the broader economic / social benefits realised, will be consistent with Council's ongoing role of infrastructure provision.

Information on Council's asset management plans and policies can be found here - <https://shoalhaven.nsw.gov.au/My-Council/Policies-plans-strategies/Asset-management-plans>

Alignment with Strategic Objectives - Regional Planning

Further to the above localised alignment, the *Shoalhaven Regional Economic Development Strategy 2018 - 2022* (REDS), which has only recently been released, further highlights the importance of the Shoalhaven's tourism industry. The document was developed by the NSW State Government in conjunction with Council and identifies that *"the tourism sector estimated value-added of \$277 million and 2,748 full-time equivalent jobs, making it also one of the most significant sectors in the Shoalhaven regional economy"*.

One of the four key economic directions highlighted by the document is presented in Strategy 3 - *Drive tourism growth in the Region*. This again highlights that the area is *"endowed with a world class marine environment and national parks that appeal to both residents and visitors"*. This Strategy directly supports the Sustainable Tourism Infrastructure project, suggesting *"To retain and grow its population base while maintaining its competitiveness with other holiday destinations, the Region must continue to invest in actions and infrastructure that enhance visitation and regional liveability"* - a direct correlation to the grant request.

See a copy of the Shoalhaven Regional Economic Development Strategy here - <https://www.dpc.nsw.gov.au/assets/REDS/c1d83970c7/Shoalhaven-REDS.pdf>

In addition, the *Illawarra Shoalhaven Regional Plan* also highlights the role of tourism in the planning and economic development of the area - seeking to build on the region's existing economic strengths, the top of which sits tourism. With respect to the Shoalhaven, the Plan identified that regional assets such as Jervis Bay, *"can drive growth opportunities in the tourism industry through trails and experiences, marine based tourism, and events-based visitation"*. The Plan further highlights as the top example opportunity in the tourism sector:

Trails and experiences – Sustainable use of National Parks, Crown lands, agricultural lands, and other assets to promote trails and activity experiences such as nature and eco-based; food and wine (including agri-tourism); adventure based (canoeing, kayaking, sky diving mountain bike trails); and arts and cultural-based.

The proposed works are consistent with these priority directions, sustaining existing tourism hot spots whilst delivering new experiences that are primarily nature based.

See a copy of the Illawarra Shoalhaven Regional Plan here - <https://www.planning.nsw.gov.au/-/media/Files/DPE/Plans-and-policies/illawarra-shoalhaven-regional-plan-2015-11.ashx>

The recently developed *Sydney Surrounds South Destination Management Plan* again highlights threats, strengths and opportunities that are addressed by the proposed infrastructure works:

- Strengths: natural environment
- Weaknesses: underachieving in aquatic, coastal, nature and wildlife sectors
- Opportunities: activity development in nature-based, agricultural and adventure-based tourism
- Threats: over-crowding of coastal destinations

The Plan identifies in its *Strategy Imperative 2 - Destination Infrastructure*, the need to prioritise infrastructure and to support and advocate for the development of infrastructure that supports community and visitor needs. The infrastructure needs highlight a number of walking trails and projects based around the tourism hot spots of Jervis Bay and its surrounding towns and villages - such as Sanctuary Point. In *Strategy Imperative 4 - Product and Experience Development*, the Plan also highlights

via *Action 4.8* the need to support and encourage the development of niche and special interest product offerings in areas including aquatic, outdoor and nature experiences.

See a copy of the DSSS Destination Management Plan here -

https://gallery.mailchimp.com/557248a5b2eb9a9bc17a04457/files/95c6cd64-d598-404b-8a31-e249bd002b68/DSSS_Destination_Management_Plan_2018_LR_.01.pdf

Alignment with Strategic Objectives - State Government

The project is aligned with many of the strategic objectives of the NSW State Government across its various regional, social and visitor economy policy settings. For example, of the *Premier's Priorities*, a number of directly related to the project including:

- *Delivering jobs* - the establishment of the project infrastructure will create a base to sustain the current high levels of visitation growth, from both domestic and international markets, which supply an estimated 6,000 jobs within the Shoalhaven. These jobs are often important as entry level positions which further address the localised issues associated with youth unemployment;
- *Delivering infrastructure* - the project provides the base infrastructure required to cater for the large numbers of visitors, without which experiences will be compromised and return visitation is threatened. The project also delivers new infrastructure and experiences to simultaneously sustain and diversify the products that are available; and
- *Tackling childhood obesity* - the project provides new outdoor based facilities, encouraging active outdoor recreation and tourism which supports health and vitality. With the family market being an important component of the Shoalhaven's overall visitor mix, the proposed infrastructure works would be expected to assist in encouraging active participation by children.

See the Premier's Priorities here - <https://www.nsw.gov.au/improving-nsw/premiers-priorities/>

The recently released *Visitor Economy Industry Action Plan 2030* also highlights the focus on regional tourism opportunities (Focus area 2). It further discusses the importance of "putting the visitor first" (Focus area 3), something that is well integrated into the project with extensive research and consultation having been undertaken with existing users, local communities and targeted audiences. This State strategic plan also highlights opportunities in nature-based tourism, including the increase in "*funding for nature-based tourism projects through the Regional Growth Environment and Tourism Fund*". Focus area 5 (Invest in Infrastructure) and Focus area 6 (Make opportunities to support growth) are also particularly relevant to the project given the nature of the project and its opportunities to support and sustain the recent levels of visitor growth.

See the Visitor Economy Industry Action Plan here -

https://www.industry.nsw.gov.au/_data/assets/pdf_file/0003/172092/Visitor-Economy-Industry-Action-Plan-2030.pdf

The project is also consistent with the *State Infrastructure Strategy's Cultural Sport and Tourism Sector* directions through provision of opportunities to support both domestic and international visitation growth - creating exposure to national and international audiences. Within the *Regional Development Framework* the project is well aligned to the program objective of "identifying and activating economic potential". It highlights the situation for the current project, with "*new enabling infrastructure*" having "*considerable benefits in terms of ... opening up areas to tourism*". With promotion of nature-based tourism opportunities and the provision of supporting infrastructure to match visitation growth being central to many of Council and other strategies, there is a clear link between the project and its potential - both for domestic overnight and international visitation.

See the State Infrastructure Strategy here -

https://insw-sis.visualise.today/documents/INSW_2018SIS_BuildingMomentum.pdf

See the NSW Regional Development Framework here - <https://static.nsw.gov.au/nsw-gov-au/1520212431/Making-it-Happen-in-the-Regions-Regional-Development-Framework.pdf>

In summary, the proposal has wide-ranging connections and alignment to various local, regional and state directions and is both well aligned and well suited to the long-term objectives of Council with respect to its key policy areas of tourism, community and economic development.

2.4 EXPECTED OUTCOMES

There are a number of expected outcomes as a consequence of the project. These relate to both quantifiable, as well as qualitative outcomes. An outline of the key outcomes is provided below:

Key quantifiable outcomes:

- Delivery of the fixed infrastructure works that are outlined in detailed at Section 3.4.
- Support to the growth of the tourism and related industries, that is expected to continue to grow in terms of both domestic and international visitation - with a sustained 2.5% growth in visitation being a conservative estimate of the direct impact of the project following deliberative marketing and promotion to be undertaken by Council following project implementation.

Key non-quantifiable outcomes:

- Visitor satisfaction being raised and/or maintained through a diverse offering and provision of appropriate infrastructure to manage tourism hot spots - meaning return visitation and word of mouth promotion.
- Community satisfaction with visitor management, enabling the economic benefits of visitation to be enjoyed, whilst not having local communities being placed in unrealistic positions which are detrimental to both community and visitor relationships and outcomes.
- Health and well-being benefits from general utilisation of the facilities - particularly walking tracks - by both the local community and visitors, resulting from more healthy lifestyles.

In terms of the regional impacts, there are three key streams of employment and economic stimulus to the local economy which are immediately evident from the project. These are:

- Construction related employment and spend during the initial construction period;
- Employment associated with increased visitation and the strengthening of the tourism sector resulting in additional expenditure and associated job opportunities; and
- Additional tourism-based business opportunities presented by the availability of the infrastructure and the potential for new business to be created to further meet visitor needs - for example guided walks, nature-based tourism events and the like.

These benefits are further described throughout Section 3.

Ultimately the outcomes of the project are seen as providing a strategic focus for long-term tourism sustainability. Elements of the project are designed to ensure that long-term visitor expectations are being met, and that the Shoalhaven community remains welcoming to the influx of visitors each year. The project provides the necessary infrastructure to support this direction in areas such as Hyams Beach, where overcrowding and major traffic congestion during peak seasons has become a significant issue for the area.

On this basis, the project also provides future-proofing to the industry, ensuring expectations continue to be met and visitors continue to frequent the area for high quality natural and cultural experiences rather than interstate and international destinations such as Tasmania, Queensland and Asia.

2.5 STAKEHOLDER & COMMUNITY SUPPORT

The Shoalhaven Sustainable Tourism Infrastructure Package of works is being delivered in co-operation and co-ordination with a range of project stakeholders and community interests. These have been highlighted in detail in the following pages (in the form of an outline Stakeholder and Communications Plan), but in short include:

- Council will continue to work with the Ulladulla Local Aboriginal Land Council and Crown lands on the delivery of the Warden Head / Ulladulla Headland walk;
- Council will continue to work with and co-ordinate activities with NPWS with respect to the extension of the Murramarang Coastal Walk; and
- Council will continue to work with the local communities in localities including Hyams Beach, Sanctuary Point and Huskisson/Vincentia who have been heavily involved in the design process for many of the works to date.

As further evidence as to the support and co-operative arrangements that have been made with respect to the project, letters of support received from interested parties and key stakeholders are highlighted below and provided at Appendix A:

- The Hon Shelley Hancock MP - Member for South Coast
- Gareth Ward MP - Member for Kiama and Parliamentary Secretary for Education and the Illawarra and South Coast
- The Hon Paul Green MLC - Member of the NSW Legislative Council
- National Parks and Wildlife Service
- Destination Sydney Surround South
- Regional Development Australia - Far South Coast
- Ulladulla Local Aboriginal Land Council
- Its Heaven, Inclusive Tourism provider
- Council's Economic Development Unit
- Shoalhaven Bushwalker Incorporated
- National Parks Association - Milton
- By the Beach B&B - Sanctuary Point
- Shoalhaven Business Chamber
- Pacific Heathland Reserve Trust Manager

This wide-ranging interest and support for the project highlights its relevance across a broad spectrum of user groups and industry sectors.

Outline Stakeholder and Communication Plan

Who Name of person or group	Why Why are they involved/ have interest in the project?	What What information do they need? What are the key messages that need to be sent?	How How will they receive this information e.g. status reports, newsletters, phone? Who will send it?	When When will this communication occur?
Shoalhaven City Council	Key delivery and asset management stakeholder - local government authority for the area of the project. Have core interest in diversifying and expanding the local economy and creating sustainable opportunities for employment through small and medium enterprise.	Responsible for grant management, project delivery and overall management of community and stakeholder information. Regular liaison with funding body and all stakeholders to ensure co-ordination and management of funding.	Regular correspondence with other stakeholders via a wide variety of means (as further outlined herein). Regular correspondence with funding body as required by grant agreements and general project management.	Regular status updates with stakeholders as required and detailed herein. Updates to funding body as required by funding agreement. Monthly meetings of project control group (or similar).
General Public and Community Organisations	High level of public interest in the projects, with local communities being negatively impacted by tourism hot spots or desiring increase access to natural assets.	Highlight milestones and project progression to facilitate interest and engagement with project. Highlight opening, events and activities to encourage use of infrastructure and diversification of visitation patterns.	Regular updates to email groups, website and Facebook, as well as press releases to facilitate reporting in local media.	At milestones and at least monthly in the build up to potential openings / project completions to harness momentum.
Tourism Operators and Industry Groups	Interests in ensuring available, well serviced and marketable tourism offerings within the local area to prolong tourist visitation.	Highlight milestones and project progression to facilitate interest and engagement with the project including future events and program initiatives.	Regular updates to targeted groups such as Tourism groups, chambers of commerce and other related entities.	At milestones and at least monthly in the build up to potential openings / project completions to harness momentum.

Who Name of person or group	Why Why are they involved/ have interest in the project?	What What information do they need? What are the key messages that need to be sent?	How How will they receive this information e.g. status reports, newsletters, phone? Who will send it?	When When will this communication occur?
Destination Sydney Surround South	Responsible entity for overall tourism performance across the region on behalf of the NSW Government	Provision of input into the detailed design processes and participation in development of the project to ensure regional tourism needs are being met. With the necessary infrastructure, the region can benefit from further growth in tourism activity.	Regular status reports / updates from Council and participation on relevant forums and committees.	Monthly updates coinciding with meetings of the project control group (or similar).
NPWS / Ulladulla Aboriginal Land Council and other project partners	Projects provide strategic connections to key partners and their projects / activities including larger scale works (e.g. Murramarang Coastal Walk extension) and existing tourism operations (e.g. Commee Nulunga Cultural Tours)	Provision of input into the detailed design and participation in development of the projects of relevance. With the necessary infrastructure, the specific projects can benefit the longer-term objectives of these organisations.	Regular status reports / updates from Council and participation on relevant implementation committees for the specific projects of interest.	Monthly updates coinciding with meetings of the project control group (or similar).
Tourists and visitors to the area	Infrastructure works strengthen the overall tourism and visitor offerings in the area, providing additional opportunities over the longer-term to grow and re-engage with former visitors.	Highlight openings and upcoming events, encouraging visitation to new offerings through email groups via Council tourism and tourist park operations.	News stories to email groups, website and Facebook, as well as press releases to facilitate reporting in wider media as appropriate.	At opening or project promotion opportunities to harness momentum.

3 ANALYSIS OF THE PROPOSAL

3.1 OBJECTIVES & INDICATORS

The project has a clear and definable objective to facilitate a sustainable increase in tourism visitation and expenditure in the region. This is to be achieved through the identification of the key issues or problems faced, the objectives necessary to overcome these and how these will be measured over time. The key indicators of the success of the project will generally be captured through the continued growth in visitation and expenditure as measured through formalised channels such as Tourism Research Australia and Destination NSW, as well as satisfaction with tourism at the more localised level as measured through Council's satisfaction surveys.

The following table provides an overview of the current situation (presented as the key problems/issues), how these are to be addressed by the project (key proposal objective) and how these outcomes will be measured (success indicator). The key problems/issues are based on discussion in Section 2.2, Rationale for Investment.

Table 3.1: Proposal objectives

Key problem/issue	Key proposal objective	Key success indicator
Lack of infrastructure to support growing tourism numbers	Counter negative perception of tourists from locals and poor experiences of tourists in regard to regional NSW tourism opportunities	Continued increase in tourism numbers from both domestic and international visitor sectors. <i>Measure: June 2018 TRA figures:</i> <ul style="list-style-type: none"> • 3.35M domestic visitors • 140,000 international visitors
Lack of infrastructure to support local community during peak periods	Counter negative experiences of locals towards tourists due to inadequate infrastructure causing friction between tourists and local communities	Shoalhaven resident satisfaction with Council's promotion of tourism. <i>Measure: 2018 score: 3.7 out of 5</i>
Need to spread tourists across a broader range of attractions, to avoid congestion and overcrowding in "hot spot" locations	Diversify tourism opportunities to enable long-term sustainable tourism growth through increasing number and length of stay	Delivery of new and appropriately services locations that are able to service large numbers of visitors (i.e. the seven project deliverables). <i>Measure: Seven project deliverables implemented</i>

3.2 THE BASE CASE

Rapid growth in tourism to the Shoalhaven has resulted in the urgent need for infrastructure works to be completed to assist in the sustainable management of this growth into the future. The project therefore provides for a range of both core infrastructure in key tourism hot spots, combined with a range of infrastructure works to facilitate the diversification of product offerings and to further attract targeted tourism segments. These offerings are primarily made in the areas of nature-based tourism, including a number of walking trails and tracks to support one of the key drivers for tourism to the area - our natural environment.

Council research (prepared by tourism consultant Peter Valerio) has shown that the industry currently supports an estimated 6,000 full-time equivalent jobs in the regional economy. These estimates rely on shares of spend presented in the June 2017 Tourism Research Australia LGA Profile and estimated from Tourism Research Australia surveys using the Regional Expenditure Allocation Methodology (NVS and IVS). They have been used as other sources, such as REMPLAN, are considered to be conservative in their estimates of tourism jobs. For example, REMPLAN are understood to utilise Census figures where respondents are asked their employment type in the preceding week - a week during August when tourism is at or near its lowest in the Shoalhaven. For comparison, the Shoalhaven's REMPLAN package suggests a total of 3,000 people were employed in tourism in 2016/2017.

The benefits of the new tourism offerings are expected to help to firstly maintain, and secondly to grow this significant workforce. This will be achieved through additional visitation, particularly during off-peak periods and through extended stays, which are key target areas for Council.

However, this base case situation is at risk of decline should tourism infrastructure not keep pace with growth. If the package of projects does not proceed, existing infrastructure will continue to be used to service both visitors and the local community. Council will continue to provide a basic level of infrastructure works that is consistent with the available internal funding levels and which is ultimately skewed to the core needs of residents rather towards new visitor offerings. Council's current level of service is not keeping pace with visitation increases that have achieved more than 30% in domestic and 130% in international growth over the last five years. This situation has the potential to cause the elected Council and the community to have a negative perception of tourism and its growth into the future. Already there has been a stream of negative press in relation to the issue over recent years including the following examples:

- More than 30 online and two print media stories early in 2019 - see Media Monitor report at Appendix D
- A Current Affair - aired on Channel nine - see story here - <https://www.9now.com.au/a-current-affair/2018/clip-cjd5odz3k00cf0go6urfme1b4> (note only available until 2 February 2019)
- Australian Financial Review - *Hyams Beach, with 'whitest sand on earth', becomes victim of its own popularity* - Published January 18 2018 - view story here - <https://www.afr.com/business/banking-and-finance/hyams-beach-with-whitest-sand-on-earth-becomes-victim-of-its-own-popularity-20180118-h0k7ow>
- Illawarra Mercury - *'World's whitest sand' tagline tormenting permanent residents of Hyams Beach* - Published January 13 2018 - view story here - <https://www.illawarramercury.com.au/story/5165791/popularity-of-south-coast-beach-drives-locals-to-despair/>
- Kiama Independent - *Popularity of Hyams Beach 'hideous' for residents* - Published January 6 2018 - view story here - <https://www.kiama-independent.com.au/story/5153359/popularity-of-hyams-beach-hideous-for-residents/>

There are further risks that the current numbers of tourists visiting the area will diminish due to dissatisfaction with the quality / overcrowding of the "known" visitation localities. This includes many interstate and international visitors that are now frequenting the area. The project will assist Council to sustainably manage these areas to avoid dissatisfaction and to promote alternative experiences to enable additional growth into the future.

3.3 OTHER OPTIONS CONSIDERED

There are a number of options that were considered in establishing the preferred suite of projects under the Sustainable Tourism Infrastructure Package. The four main options considered are presented below, including the basis for the proposed project, being the preferred option.

Option 1: Incremental response only

The first option, which is essentially a business as usual option, is to undertake incremental works as would typically be programmed by Council within their own budget allocations. This would enable basic works to be undertaken over an extended period, but is highly unlikely to match the current and future requirements of the areas in question. This process is also likely to prioritise "problem areas" rather than recognising these problems as potential opportunities for other localities. Works would therefore be focused on the Hyams Beach area, where infrastructure works would likely need to be undertaken over several years or be delayed until alternative funding sources can be obtained.

Other localities are unlikely to be prioritised under this scenario, and as such the promotion of nature based and accessible tourism opportunities will be limited to existing available localities. The piecemeal nature of this option also largely retains the risks of dissatisfaction with the visitor experience, as well as ongoing dissatisfaction of residents towards the situation and associated environmental degradation. Decline in overall visitation is then possible, as other alternative visitation localities are not available, or would similarly be unable to cope with the scale of visitation.

This approach is also resulting in projects being partially funded - for example the Plantation Point Beach Access project has received funding for the beach access ramp, but not the accessible parking, pathways and lift & change facilities that are needed to make the project truly equitable. This again has the potential to create dissatisfaction within targeted segments as projects are either marketed and don't met expectation, or cannot be marketed through a fear of a poor response to the facilities that are available.

This option will become the default option if this funding request is not successful, and retains the existing risk of dissatisfaction resulting in reduced visitation and consequential economic impacts / job losses.

Option 2: Provision of "hot spot" infrastructure only

The second option is to focus on providing additional infrastructure in tourism hot spots, and in particular in the Hyams Beach area. Whilst infrastructure to address the issues being experienced at Hyams Beach is clearly necessary and would address these issues in a more expedient way than Option 1, it essentially only supports the existing levels of tourism that are visiting the area. The project will continue to result in massive influxes of tourists to single locations, potentially creating further issues over time as this renewed infrastructure again becomes saturated and environmental qualities (for which the area is known) deteriorate.

Costs of the hot spot only approach would be around \$1.5M, with outcomes including the ability to maintain an existing level of visitation whilst reducing the longer-term risks associated with visitor dissatisfaction. However, this project option would only protect from the economic costs and job opportunities avoided, rather than being a platform for future growth. No additional jobs or visitation increases would be applicable to this option.

Option 3: Provision of hot spot and a small number of additional offerings

The third option is to provide the "hot spot" infrastructure as per Option 2, but to also include a relatively smaller number (compared with Option 4) of other additional offerings that result in more diversified opportunities being made available. This option (which is the basis for this application) recognises that infrastructure works can provide a platform to both maintain and to grow tourism visitation. The proposed projects that form the Shoalhaven Sustainable Tourism Infrastructure Package will seek to draw upon the popularity of the nature-based activities such as visitation to Hyams Beach and to provide a range of new and enhanced opportunities to spread the increase in visitation in the short-term and over time.

Projects will be split between physical activity-based projects - including walk and trail improvements - as well as more passive recreational pursuits - such as foreshore access and open space area improvements. These improvements are split between a focus around the Jervis Bay area, which is an iconic tourism destination for many visiting the NSW South Coast, and arguably equally impressive localities further to the south. The intent of these works is to encourage visitation to a wider range of the beaches and picnic areas, all of which offer high quality natural attractions. This reduces hot spot concerns whilst providing nearby activities (in areas such as St Georges Basin) for existing and future visitors.

Further afield, project opportunities are based on natural and cultural offerings, encouraging visitors to move beyond the current Jervis Bay area and to explore further south. This will assist to spread the load of tourism influx as it grows into the future. In this way, this option enables existing tourism to be sustained, whilst enabling future growth to be met with an appropriate level of infrastructure and investment.

Costs of this option would be just under \$7M. This option would retain existing jobs and seek to actively increase visitation in-line with Council's Destination Management Plan and the broader objectives of the State Government - resulting in new jobs and expansion of the tourism industry in the region.

Option 4: Provision of hot spot and a larger array of additional offerings

This option examined a greater range of offerings under a broader scope of works than discussed in Option 3. This included additional new offerings such as Boat Harbour Beach (Bendalong), Ben's Walk (Nowra) and new boating facilities at Lake Conjola. In addition to the other facilities identified in Option 3 below, this broader suite of projects would have been valued at close to \$20 million, and whilst desirable over the long term, a smaller and more directly related set of projects was selected. It is recommended that these project are further progressed in future rounds of funding opportunities, as well as through other programs such as the Roads and Maritime Service's Boating Now fund.

3.4 INFORMATION ABOUT THE PROPOSAL

3.4.1 SCOPE OF WORKS

As outlined in the Project Background (see Section 2.1), there are a total of seven deliverable elements to the overall scope of works. These are presented in the overview plan below, with each deliverable project discussed in the pages thereafter. These are supported by the plans and associated costs as outlined in Appendix B and Appendix C respectively.

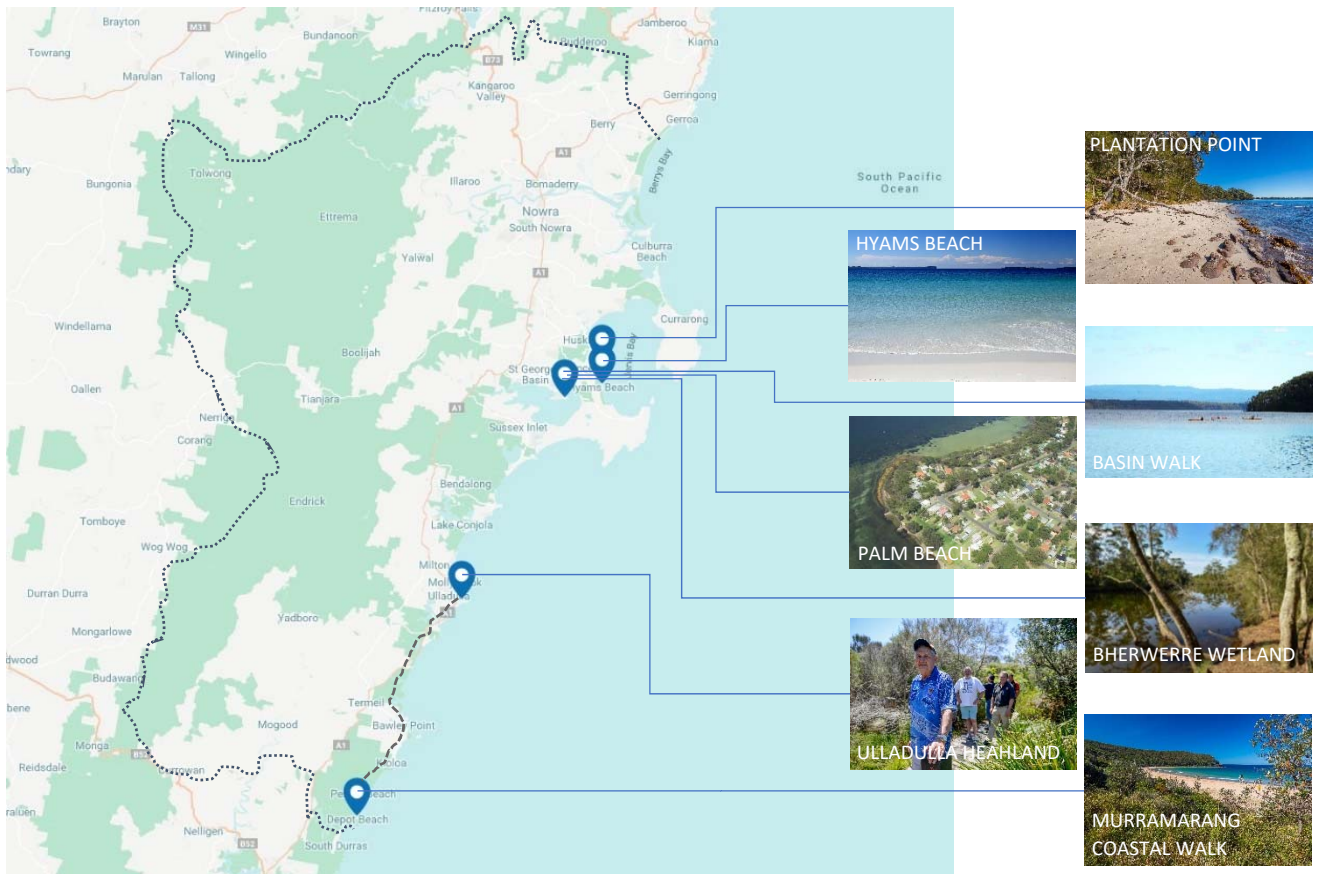


Figure 2: Project Location Overview Plan

Deliverable 1 (D1) - Vincentia / Plantation Point

Project Outline:

A popular beach access location on the shores of Jervis Bay, the northern side of Plantation Point (Barfleur Beach) is known for its gentle and protected access point where an existing vehicle access that is used by the Vincentia Sailing Club. The proposed facilities will enhance currently funded works that include a disability compliant access ramp to the beach by providing associated pathways, parking and amenity facilities. The project will enable equitable access for all and be a key inclusive tourism drawcard for the area.

Scope of Works:

- Inclusive beach access ramp (funding available)
- Amenities building including lift and change amenity facility, accessible amenities (x2) and standard amenities (x2) (partial funding available)
- New accessible pathways to link existing shared path, parking area and beach ramp - total 195m of 2.5m wide concrete pathway
- New accessible car parking spaces (x2) including subgrade, surfacing and like marking

Project Location Images:



Existing shared path connection



Accessible compliant parking spaces to be implemented



View to boat ramp and beach beyond



Existing access stairs to beach

Deliverable 2 (D2) – Sanctuary Point / Palm Beach

Project Outline:

One of the most popular fishing and boating destinations on the NSW South Coast, Sanctuary Point and St Georges Basin are a short distance from the popular and iconic tourism area of Jervis Bay. This project will provide an attractive alternative, being set on the shores of St Georges Basin in the Palm Beach / Ray Brooks Reserve public open space. The project will see upgraded access arrangements being combined with open space improvements that will facilitate the use of the area as a discrete destination as well as a starting point to traverse the Basin Walk (see project Deliverable 3).

Scope of Works:

- BBQ and associated park infrastructure, including accessible shelters and BBQs (x2)
- New accessible pathway loop between carpark, playground and amenities (340m of 1.8m wide concrete pathways in total)
- New beach access path from new shelter area
- Significant parking area upgrades and formalisation (1,800sqm of improved area, including provision of accessible compliant spaces)

Project Location Images:



Basic existing facilities to be improved, including inclusive access pathways and facilities



Accessible BBQ and shelter facilities (proposed)



Loop pathway to incorporate existing play equipment

Deliverable 3 (D3) – Basin Walking Track

Project Outline:

Building on Deliverable 2 as a commencement point, the Basin Walking Track will be a highly accessible excursion around the northern edge of St Georges Basin. The project will upgrade the existing basic waterside track to a regional level facility, including large sections of raised boardwalk style and at grade gravel tracks within a spectacular natural environment. In addition to the connection through to the Bherwerre Wetland walks to the north (Deliverable 4) via a shared pathway, the combination of projects represents a significant increase in visitor attraction - easing the burden on walks around Jervis Bay which is located nearby. The pathways of this deliverable would generally be disability compliant, again focusing on nature-based attractions with high levels of accessibility.

Scope of Works:

- 3.27km of 1.2m wide gravel pathways, balancing the environment with a more natural material where suitable
- 2.04km of raised boardwalks, enabling access across low-level and often inundated areas, taking walkers to and over the water's edge
- 2.15km of concrete shared pathway / cycleway, 2.5m in width and connecting the project to the broader shared user pathway system

Project Location Images:



Shared concrete pathway (proposed)



Raised recycled composite boardwalk



Boardwalk over low lying areas



Gravel track over trip hazards



Elevated areas adjoining water

Deliverable 4 (D4) – Bherwerre Wetland

Project Outline:

Building on Deliverables 2 and 3, the Bherwerre Wetland walks will be an attraction located between Jervis Bay and Sanctuary Point / St Georges Basin - easily accessible on foot, by bicycle or vehicle. The grant works would facilitate access infrastructure and related interpretive information within the proposed biodiversity stewardship and offset site. The area contains a number of protected vegetation types and is ideal for nature-based activities including bird watching, bush walking and environmental education. Part of the project will provide accessible parking and inclusive pathways around the eastern portion of the site. With the community being heavily involved in the project design, it is expected to be a highly valued tourist facility.

Scope of Works:

- 1.37km of 1.2m wide gravel pathways through a natural environment
- 660m of standard and 373m of access compliant raised boardwalks, enabling access across low-level and often inundated areas and along the Crockrow Creek on the eastern edge of the site
- Three new bridges (two currently owned and available to Council for re-use)
- New accessible parking and turning head at the end of The Park Drive - linking to the accessible portion of walking trails
- A number of seating areas to stop and enjoy the natural area (x6)
- Interpretive and direction signage and sign posting

Project Location Images:



Gravel pathway through area



Proposed interpretative signage



Inclusive walkway (proposed)



Wetland area around which the tracks would traverse



Cockrow Creek, with project site on right hand side

Deliverable 5 (D5) – Hyams Beach

Project Outline:

The Hyams Beach project will provide a range of infrastructure works to support a more sustainable level of visitation to what has become one of the most iconic destinations on the NSW South Coast – famed for the ‘whitest sand in the world’. Project works will incorporate a seasonal approach, with one-way loop systems being implemented during peak periods to enable additional on-street parking. This will require significant road works and associated changes given the existing small scale of the local roads. Once out of their vehicles, other works will provide visitors with accessible and direct pathways, all-access amenities, open space embellishments and recreational opportunities.

Scope of Works:

- 620m of variably sized concrete pathways, designed around new car parking areas and open spaces to create safe and easy access throughout the area
- Amenity building upgrades to existing (Seamans Beach) and the provision of a new amenities block (Chinaman’s Beach) (some funding already available)
- Carpark redesign and re-surfacing at the Seamans Beach car park
- Around 50 new angled car parks, and on-street (parallel) parks, including additional travelling lane to be used for parking during peak periods
- New open space facilities, including playground improvements and three accessible shelter and BBQ facilities

Project Location Images:



Iconic white sands of Hyams / Seamans Beach



Chinamans Beach view from north



Existing open space in off-peak



Peak period parking and access

Deliverable 6 (D6) – Ulladulla Headland / Warden Head walking trails

Project Outline:

Further to the south of the Shoalhaven LGA, and in conjunction with the Ulladulla Local Aboriginal Land Council, this project deliverable will support Indigenous tourism opportunities and incorporate the local Aboriginal community's guided tours. The project incorporates improvements to both the Coomee Nulunga Cultural Trail on Warden Head (the southern headland at Ulladulla) and the North Head Walking Trail incorporating the existing "One Track for All". With existing and recently completed pedestrian links between the two spectacular headlands, the respective aspects of the project will increase accessibility wherever possible, lifting the existing local or basic tracks to a more regional scale.

Scope of Works:

- Replacement of the Bunaan sculpture (commissioned by the Land Council as an in-kind contribution to the project)
- Boardwalk (740m) and track improvements (725m) to the Coomee Nulunga Cultural Trail, including viewing area improvements
- 1,250sqm of upgraded trails at the North Head Walking Trail area, utilising asphaltic concrete
- Interpretative and directional signage improvements in both locations

Project Location Images:



Commee Nulunga Cultural Tours at Warden Head



Cultural arts within the One Track for All



Degraded track conditions at both the Warden Head and North Head walking trails

Deliverable 7 (D7) – Murramarang Coastal Walk

Project Outline:

At the southern end of the Shoalhaven, the Murramarang Coastal Walk is a multi-day walking track that traverses some of Australia's most stunning coastlines. The broader project received substantial funding via National Parks and Wildlife Service in the previous round of the fund, and this project will supplement this work on a number of Council land parcels that were not included in the original project (which was located primarily in National Parks). The project is a significant opportunity for the southern Shoalhaven area and for regional NSW more broadly.

Scope of Works:

- Range of directional and interpretative signage, bollards and identification plaques
- Track upgrades, typically beach access points utilising fibre reinforced polymer products such as stairs, platforms and structural elements, or gravel pathways

Project Location Images:



Access track upgrades and providing alternative walking tracks when creek crossings are not possible



Pretty Beach at the southern end of the Shoalhaven



Singing Stones Beach near Kioloa

3.4.2 PROPOSAL EXCLUSIONS

There are aspects of some project deliverables that have been excluded from the proposed scope of works that will be further considered by Council through other means. These exclusions have been identified based on various reasons that mean that the works are unlikely to be able to be delivered with confidence within the overall project timeframes. These include:

- Deliverable 1 – Vincentia / Plantation Point
 - None
- Deliverable 2 – Sanctuary Point / Palm Beach
 - Existing playground equipment and associated facilities have been retained within the existing design and would be upgraded and replaced in accordance with Council's normal asset management procedures
- Deliverable 3 – Basin Walking Track
 - An elevated walkway around Sanctuary Point and connecting through to Bherwerre Wetland (waterfront connection) whilst desirable, would require additional consulting and detailed investigation before proceeding and has not been included in the current project
- Deliverable 4 – Bherwerre Wetland
 - Perimeter fencing around the wetland reserve is not required at the current time and would require extensive additional consultation with neighbouring property owners
 - Car parking improvements at Sanctuary Point Oval - the existing parking area is considered to be sufficient for the current purposes
- Deliverable 5 – Hyams Beach
 - Further implementation actions on the periphery or outside the town of Hyams Beach are being considered in conjunction with the Hyams Beach community, but are not subject to the current project, these include:
 - Roundabout on Naval College Road
 - Car parking areas external to the town
 - Access walkways from external car parking areas
- Deliverable 6 – Ulladulla Headland / Warden Head walking trails
 - Removal and reconstruction of stairs on the northern side of the southern headland will continue to be investigated by Council, but do not form part of the current works
 - Requirements for any upgrades to trail head parking will continue to be monitored and delivered on an as needs basis
- Deliverable 7 – Murramarang Coastal Walk
 - An associated mobile application may be developed in conjunction with NPWS for the Murramarang Coastal Walk to assist walkers with current information and directional advice. This is not fixed infrastructure and has not been included in the project costs.

3.4.3 RELATED PROJECTS

There are projects that are related to the proposed works, although none of these are required to enable the Shoalhaven Sustainable Tourism Package works to progress. Related projects include:

- Deliverable 1 – Vincentia / Plantation Point
 - Beach access ramp construction - progressing under a separate funding agreement (Stronger Country Communities Fund)
- Deliverable 2 – Sanctuary Point / Palm Beach
 - None
- Deliverable 3 – Basin Walking Track
 - None
- Deliverable 4 – Bherwerre Wetland
 - None
- Deliverable 5 – Hyams Beach
 - Current peak season traffic and crowd control measures are in place and will continue to be used until comprehensive infrastructure improvements are completed
- Deliverable 6 – Ulladulla Headland / Warden Head walking trails
 - Ulladulla Aboriginal Land Council contribution to public art - works already commissioned
 - Shared user path along Warden Head is under construction
- Deliverable 7 – Murramarang Coastal Walk Extension
 - National Parks and Wildlife Service "Murramarang Coastal Walk" project.

3.5 PROJECTED COSTS

3.5.1 PROJECTED CAPITAL COSTS

The projected capital costs of the Shoalhaven Sustainable Tourism Package have been developed in the context of each project deliverable. An outline of the respective costs is provided in the table below, with full cost estimates for the various deliverables under the works package being provided in Appendix C. It is noted that contingency (10%) and escalation costs have been factored into the individual project costs, with additional design, approval and project management costs provided separately. It is intended that the design and approvals processes may be combined, whilst construction projects would be delivered as discrete projects.

Table 3.2: Summary project cost estimates

Outline Project Cost Estimates	
Project	Total Cost
D1 – Vincentia / Plantation Point	\$385,000
D2 – Sanctuary Point / Palm Beach	\$450,000
D3 - Basin walking track	\$1,965,000
D4 - Bherwerre Wetland	\$1,015,000
D5 - Hyams Beach	\$1,335,000
D6 - Ulladulla headland trails	\$730,000
D7 – Murramarang Coastal Walk	\$265,000
Project management, detailed design & approvals	\$735,000
TOTAL	\$6,880,000

Basis of Cost Estimates

Cost estimates have been developed utilising standardised costs combined with Council's long-term experience in the delivery of infrastructure projects within the region. This includes:

- Council's experience in standardised features such as concrete pathways and car parking areas;
- Council's experience in construction of amenities and adult lift and change facilities as provided in other localities;
- Council's experience in the delivery of park furniture, playgrounds, shelters and the like;
- Council's experience in coastal walking track, signage and associated infrastructure requirements (including audit and associated costings received for some aspects of the project); and
- Council's experience in the delivery of projects in sensitive coastal environments, including risks associated with environmental assessment and approvals, and the need for careful project management.

Projected Expenditure Estimates

Based on the expected project implementation timeframes, the following project expenditure estimates have been developed. Timeframes have been based around construction periods avoiding known times of peak tourism use (Christmas to Easter) and these are further outlined in Section 4.1. Detailed design and approvals are assumed to be accelerated at the beginning of the project to enable construction during off-peak periods to be facilitated.

Table 3.3: Projected capital costs over time

	2019/2020	2020/2021	2021/2022	Total
Detailed design and approval costs	\$305,000			\$305,000
Project management	\$215,000	\$200,000	\$15,000	\$430,000
Construction costs	\$1,229,000	\$4,301,500	\$614,500	\$6,145,000
Nominal cost	\$1,749,000	\$4,501,500	\$629,500	\$6,880,000

3.5.2 PROJECTED ONGOING COSTS

In general terms, the ongoing costs for the majority of the infrastructure works is minimal. Most works have long replacement timeframes (e.g. paths and road works), whilst others have some ongoing servicing costs which are typical of Council functions - such as public toilet cleaning and associated supplies.

All such costs will however be met by Council and the proposed infrastructure works will ultimately be included in Council's asset management system and be serviced in accordance with respective Asset Management Plans and their identified levels of service provision. The following table provides an indication of the expected operational and ongoing costs for each deliverable - these exclude depreciation.

Table 3.4: Projected ongoing costs (\$000s)

	2019/2020	2020/2021	2021/2022	Total
D1 – Vincentia / Plantation Point	-	\$6,500	\$6,500	\$13,000
D2 – Sanctuary Point / Palm Beach	-	\$6,140	\$6,140	\$12,280
D3 - Basin walking track	-	\$3,840	\$7,680	\$11,520
D4 - Bherwerre Wetland	-	\$3,840	\$7,680	\$11,520
D5 - Hyams Beach	-	\$18,000	\$24,000	\$42,000
D6 - Ulladulla headland trails	-	\$1,920	\$3,840	\$5,760
D7 – Murramarang Coastal Walk	-	\$1,920	\$3,840	\$5,760
TOTAL	\$0 (design / construction)	\$42,160	\$59,680	

These costs are based on the following standard maintenance and service experiences of Council (all in current dollars):

- Amenities servicing (per amenities block) - Ave. \$11,500 per annum
- Beach access ramps and facilities - Ave. \$500 per annum (reinforced recycle plastic construction)
- Path maintenance - Ave. \$500 per annum
- Path edge spray and maintenance - \$1,000 - \$2,500 per site per annum
- BBQ maintenance - \$1,900 per facility per annum

It is also recognised that the project has a number of associated cost savings including the following:

- Replacement of some pervious footpaths and pathways that are difficult to maintain, particularly in areas of flooding / inundation, such as along the Basin Walk where elevated boardwalk style structure are now proposed - estimated to average \$10,000 per annum, but often erratic due to storm events.
- More effective servicing of amenities and waste management facilities (bins etc) as the existing facilities are failing in some areas due to the high levels of utilisation - estimated at \$5,000 per annum.
- Reduction in Council's active traffic and crowd management in the Hyams Beach area which is currently a cost to Council of around \$200,000 per annum (in additional to significant staff time). This level of management would reviewed as the project infrastructure at Hyams Beach is completed - a conservative estimate of \$50,000 saving has been assumed.

3.6 COST-BENEFIT ANALYSIS & FINANCIAL APPRAISAL

Project Revenues

No direct project revenue is applicable to the operation of the infrastructure, although a single job opportunity is expected based on additional maintenance and servicing activities, additional marketing effort and the like. There are however direct benefits to the tourism industry that is estimated to employ more than 6,000 people across the Shoalhaven. These benefits are accrued in two ways:

- Firstly, aspects of the project establish appropriate levels of infrastructure to support ongoing sustainable growth of the tourism industry. Without provision of this infrastructure, there is a very real threat that visitors will be dissatisfied with the destination and seek alternative destinations in the future - resulting in the risk of job losses due to downturn in the local industry.
- Secondly, the package of works not only enables hot spot areas to better accommodate current and future visitation, but also provides a more diversified set of visitation opportunities so that tourism can continue to grow into the future.

Maintaining and growing visitation has direct impacts on a wide range of industry sectors which have been modelled by Council as being across the following areas:

- Accommodation and Food Services: 51% of tourism jobs
- Retail trade: 16% of tourism jobs
- Transport, Postal and Warehousing: 6% of tourism jobs
- Administration and Support Services: 4% of tourism jobs
- Other Sectors: 23% of tourism jobs

With an expected increase of 2.5% of current tourism being attributable to the new works, the total direct new jobs are expected to be in the order of 169 new FTEs, which would be sustained over the longer-term and is over and above the otherwise projected growth figures. These jobs would service an anticipated additional 87,250 visitors, many of whom are overnight visitors, staying on average between 2.2 and 2.4 nights, or 4.9 nights in the case of international visitors. This generates more than \$16 million in expenditure each year according to Tourism Research Australia Regional Expenditure Allocation Model for the years ending June 2018 (unpublished data - obtained via direct access to the dataset under licence by Peter Valerio).

Should the more conservative REMPLAN tourism figures being used, job numbers would be approximately half, though Council's alternative modelling is considered to be more accurate given the earlier discussion highlighted in Section 3.2. In addition, and according to Council's REMPLAN program, the construction phase will create 19 FTE jobs within the life of the construction period, with a further \$7.45 million associated with the flow-on supply chain and consumption effects resulting in the generation of 41 jobs.

Whole of life costs

Whole of Life costs have been considered within the concept design stage and will continue to be monitored and considered through the detailed design process. In particular it is noted that large components of the works relate to establishing foundations for successful and viable long-term facilities. Lifecycle costs for various aspects of the projects are identified across three key areas:

- **Buildings and structures:** Including amenities facilities, will have ongoing maintenance costs across their lives (assumed life of 30 years). It is intended that the structures will be designed to enable replacement and upgrade of components (such as roofing, fixtures etc.) whilst retaining the structural components. Buildings and structures comprise \$937,000 in assets (capital cost), with maintenance (1% per annum over 30 years), a mid-life upgrade (15% of capital cost) and demolition / removal at the end of their useful life meaning a lifecycle cost of around \$1,458,650 (current dollars).
- **Non-building assets:** Including pathways, car parking and access facilities, will also have ongoing maintenance costs, though these are relatively low. These assets are valued at \$4,360,000, and would have an expected annual maintenance cost of around \$21,800 per annum (0.5% per annum). With this level of maintenance, these assets would be expected to remain in place for up to 50 years, with a lifecycle cost of around \$5,668,000 (current dollars).

Operation to steady state

The operation of the project deliverables from construction to steady state position is expected to be a three-year process. During this time there will be a concerted effort to promote relevant key aspects of the package, being cultural, accessible and nature-based tourism opportunities.

Importantly, it is the intention of the project to create opportunities across a number of locations that have a direct relationship to the history and economic profile of the area. In particular, the region and areas subject to the projects are well-known for their spectacular environmental qualities, albeit previous marketing and promotional efforts have resulted in specific hot spots being created due to the continued growth of the industry. Council's new Destination Management Plan is seeking to build on the previous success with a more concerted effort to create sustainable long-term growth, with visitors arriving throughout the year, staying longer and spending more.

The strong performance of the tourism industry is highlighted by the Tourism Research Australia timeseries that show increasing visitation from both domestic (more than 30% over the last five years) and international markets (more than 130% over the last five years). Key target markets for the project will include:

- **Off-peak visitation:** There has been a 43% increase in the off-peak visitation market over the past four years, which is key to adding value to the primarily started peak periods.
- **International visitation:** This sector has increased from around 38,000 in the year ending December 2015, to 60,000 in June 2018 - more than 60% growth in 2.5 years; and
- **Domestic overnight visitation:** With 1.34 million domestic overnight visitors to the year ending December 2015 having grown to 1.58 million by June 2018, there are an estimated 500,000 more visitor nights in the area.

As the projects are rolled out, and as active promotion and ongoing word of mouth marketing highlights their availability, it is expected that there will be additional tourism growth over and above existing - estimated at 0.5% increase in year 1, 1.5% in year 2 and up to 2.5% in year three - increases that would then be maintained into the future.

This increase in visitation, and associated increase in expenditure is extremely important for the local area that has experienced declining unemployment in recent times. As at June 2018, the Small Area Labour Market identifies the unemployment rate for the Shoalhaven was 10.5%, compared with the LGA average of 5.1% across the whole of NSW. In Nowra, the regional centre for the Shoalhaven, the unemployment rate at 2016 Census jumps to 12% which compares unfavourably with Wollongong LGA

7.1%, Shellharbour LGA 6.9% and the Eurobodalla Shire LGA 7.1%, all of which surround the Shoalhaven.¹ Indigenous youth also have very high unemployment, previously having been estimated at 37% for Aboriginal and Torres Strait Islander youth², whilst youth unemployment more generally is recorded at 28.7% as of January 2018³ - ranking second in the 20 highest hot spots for youth unemployment nationally⁴. Tourism employment provides entry level, casual and part-time work for many in the community, reducing unemployment and assisting progression to full time work.

Economic growth and productivity are therefore a core drivers for the project, and as such the project is entirely consistent with the statutory purposes of the Restart NSW Fund. The project will see tourism attraction from a range of sectors, from other areas in NSW, interstate and internationally - with flow-on effects to various forms of hospitality, retail, accommodation and entertainment suppliers.

Without the proposed investment, the tourism sector will continue to be under threat from its own success, potentially languishing or plateauing before declining in the long-term. Opportunities will then continue to be driven towards competition, including South East Queensland, Tasmania and overseas where nature based, cultural and accessible tourism are being actively promoted.

3.7 PROPOSED FUNDING ARRANGEMENTS

The project deliverables are primarily to be funded through a combination of Council's funds (refer commitment at Appendix F) and funds received through the Regional Growth Environment and Tourism Fund - this application - or other sources should the submission not be successful. The Ulladulla Local Aboriginal Land Council will also make a cash and in-kind contribution to the Warden Head project deliverable - a total contribution of \$100,000, with \$80,000 being a cash contribution (a further \$20,000 has been allocated to commissioned artworks associated with the project) - refer letter of support at Appendix A.

As outlined in earlier sections, all infrastructure would be included in Council's asset management system and these would be updated accordingly, with Council taking the financial responsibility for the assets moving forward.

Over the three-year period of the project roll-out, the anticipated proportional costs for funding partners is as follows (noting that the Ulladulla Aboriginal Land Council's contribution would be associated with those works at Warden Head and would be completed in 2019/2020 or 2020/2021).

Table 3.5: Proposed capital funding contributions (\$000s)

Stage	2019-20	2020-21	2021-22	Total
Proposal capital costs	\$1,749,000	\$4,501,500	\$629,500	\$6,880,000
Funding sources				
NSW Government (subject of this request)	\$1,300,838	\$3,508,522	\$490,640	\$5,300,000
Council contributions	\$368,162	\$992,978	\$138,860	\$1,500,000
Ulladulla Local Aboriginal Land Council	\$80,000			\$80,000
Sub-total	\$1,749,000	\$4,501,500	\$629,500	\$6,880,000

¹ See <http://www.censusdata.abs.gov.au>

² Gerry Moore – Habitat Personnel (Aboriginal Youth Employment Service) – see <http://www.habitatpersonnel.com.au/prime-ministers-indigenous-advisory-council-chair-warren-mundine-to-address-shoalhaven-business-leaders/>

³ See “SA4 - Population by Labour Force Status, September 2017” for the Southern Highlands and Shoalhaven via <http://lmp.gov.au/>

⁴ See March 2018 Brotherhood of St Lawrence Report - <https://www.bsl.org.au/media/media-releases/revealed-nations-20-youth-unemployment-hotspots-in-2018/>

4 IMPLEMENTATION CASE

4.1 PROGRAM & MILESTONES

Subject to securing funding from the State Government, the project's planning and delivery phase is expected to commence in mid 2019 (assuming formal announcements and funding agreements are completed in May 2019). The planning and approvals component of the works, along with construction procurement, would be progressed from this period through to the end of Easter 2020, thus avoiding construction works during the peak use period of Christmas through to Easter.

It is intended that project D1 and D2 may also be accelerated during the period prior to the Christmas 2019, and if so, these would also be completed during this initial period. These projects are identified as those that have comparatively simplified design and approvals. They will alternatively be delivered at the same time as the D3 - D7 projects which are expected to be completed by December 2020 prior to the following peak period.

The key project milestones are outlined in the table below, again noting that some variation to these may be pursued where elements of projects can progress more quickly. A simplified gantt chart is provided thereafter (Figure 3), with a more detailed Gantt Chart of the proposed works rollout being provided in Appendix E.

Table 4.1: Key event timeframes

Event	Start	Finish
Funding announced, agreement negotiated	May 2019	May 2019
Procurement of detailed design and approval services	June 2019	July 2019
Detailed design and approvals – staged and prioritised	July 2019	December 2019
Community consultation on detailed design (where necessary)	August 2019	November 2019
Procurement of construction works – staged and prioritised	December 2019	March 2020
<i>Staged site works (D1 - D2) - accelerated if possible</i>	<i>August 2019</i>	<i>December 2019</i>
Staged site works (D3 - D7) (high use tourism areas such as Hyams Beach avoided during peak periods)	November 2019	November 2020
Rehabilitation and commissioning as required (staged)	July 2020	November 2020

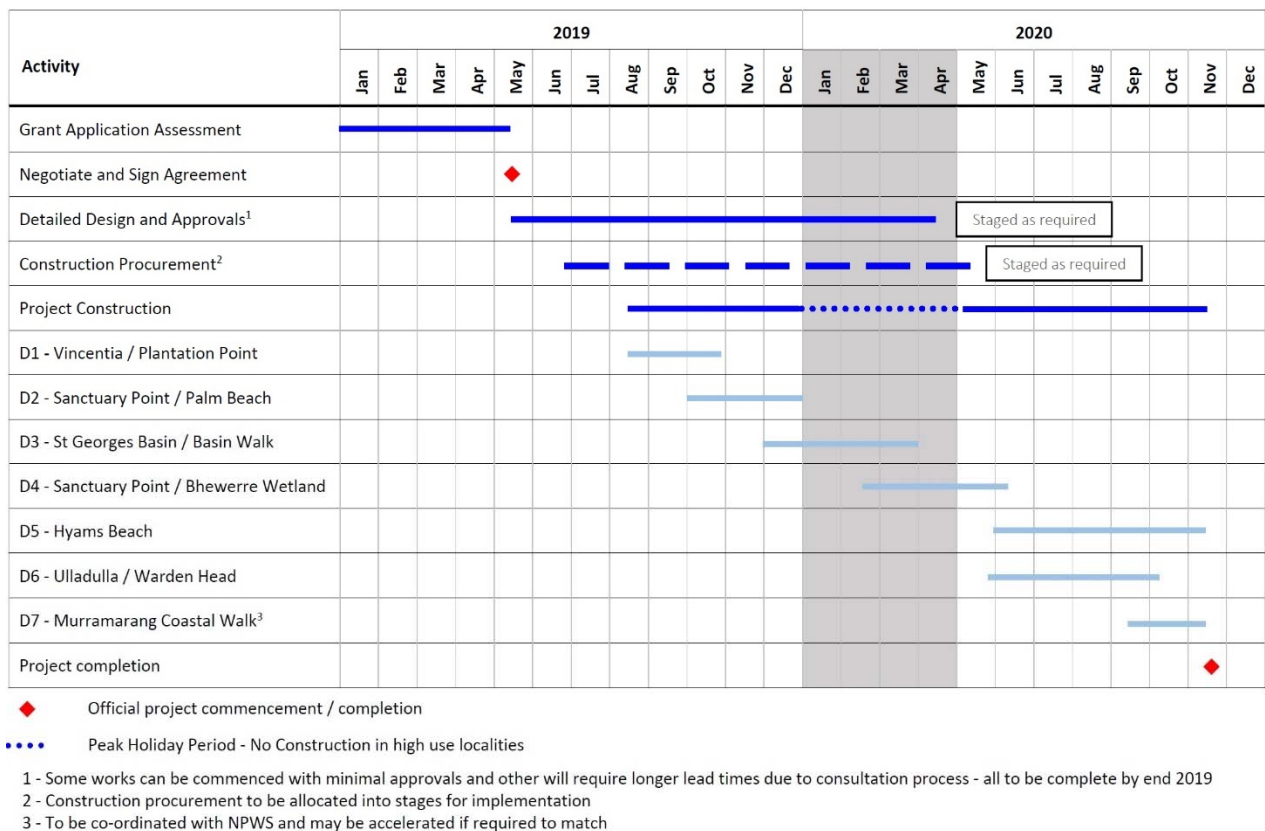


Figure 3: Simplified project delivery Gantt chart

4.2 GOVERNANCE

The project is currently being overseen by Council's Tourism and Environmental Services sections, however as it enters detailed design and construction, Council's Project Delivery and Contracts Section will be responsible for implementation. For continuity, the Delivery and Contracts section have been heavily involved in project planning to date, and likewise, Council's Tourism and Environmental Services sections will continue to be involved as part of the proposed Project Control Group.

As the project progresses, the proposed governance structure is illustrated in Figure 4 below.

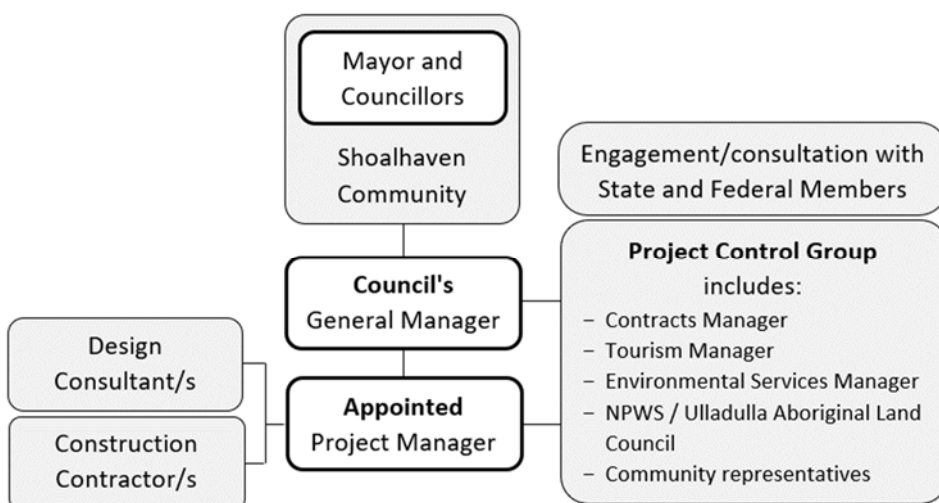


Figure 4: Proposed project governance

The project sponsor will be Council's General Manager. Whilst Council has a number of project managers with extensive experience in the implementation of projects of this kind, often in coastal environments, the project manager responsible for the works will be nominated at the stage of implementation. Should insufficient internal resources be available at the time of project execution, an experienced external project manager will otherwise be appointed.

The Project Manager will report to the Project Control Group and the General Manager monthly. Decisions will be escalated in line with Council's delegations of authority. Where necessary (for example, award of tenders as per comments further below), key actions will be approved by Council following the endorsement of the General Manager.

As per the above governance structure, a Project Control Group will be in place for the duration of the project. The Project Control Group will consist of the Contract or Project Manager, Tourism and Environmental Services managers, NSW State Government representatives (for example National Parks and/or Crown Lands), Ulladulla Aboriginal Land Council and where applicable, community representative/s. The Project Control Group will meet monthly or as otherwise required.

Council's internal design teams or nominated consultant will be responsible for preparing the detailed design, preparing the approvals documents (Review of Environmental Factors) and securing other approvals as required. Where possible and subject to demands, Council staff may undertake the approvals process in-house.

Council's nominated contractors will be responsible for delivering the environmental management works / tourism infrastructure works and for ensuring that implementation meets the detailed design and applicable standards. As above, Council staff may undertake aspects of the works should construction teams be available. Where not possible, all construction works will be undertaken externally and allowances for this have been made.

Council will engage and consult with Local, State and Federal Members of Parliament throughout the stages of the project, including for opportunities to break ground or open project deliverables on completion.

Procurement

With respect to procurement processes, Council has adopted a suite of plans and policies which govern its procurement practices. This includes the *Shoalhaven City Council Procurement Procedures* and *Shoalhaven City Council Procurement Policy*. These documents supplement Council's legislative obligations under the *Local Government Act 1993* and the *Local Government (General) Regulations 2005*. Council also follows the *Office of Local Government Tendering Guidelines* in its procurement practices.

In general terms, it is expected that the project will be packaged into a series of infrastructure works based on infrastructure types and / or location. This will enable quotations or tenders to be sought from organisations that are most suited and able to undertake the works - particularly seeking to ensure that local contractors are able to participate in design and implementation.

It is expected that the contracts for design (broken into various packages), management and assessments would all be less than the tendering threshold in the *Local Government Act 1993* (i.e. less than \$150,000). As such, Council is likely to undertake the procurement of these services in accordance with its current policies which state Council must:

- Obtain one quotation (which is considered to be reasonable value for money) for purchases up to \$5,000;

- Obtain three written quotations (which must be assessed against criteria set out in brief specific to the item/service being procured) for purchases between \$5,001 - \$25,000; and
- Advertise the procurement, encourage public participation OR obtain at least five invited quotations and three written quotations for purchases between \$25,001 - \$150,000.

The Project Manager, in consultation with the proposed internal Project Control Group, will determine the appropriate procurement process having regard to the above limits.

It is expected that the contracts for many of the construction works will exceed the tender threshold in the *Local Government Act 1993* (i.e. more than \$150,000). As such, Council will undertake the procurement of these in accordance with its legislative obligations. It is expected that this will involve an open tender process or the use of selected panel arrangements in order to obtain the best value for money. For expediency in project delivery, Council will also investigate opportunities to secure works and services through State Government contracts or Local Government Procurement pre-qualified contract panels.

Where necessary, Council will establish a clear brief, scope of works and assessment criteria for each contract, and ensure that appropriate contract documentation is prepared for the appointment of successful contractors. The Project Control Group, in conjunction with the Project Manager, will provide oversight and management for all procurement activities in conjunction with Council's Procurement Section as applicable. If required, a project specific Procurement Management Plan will be prepared moving forward.

4.3 LEGISLATIVE, REGULATORY ISSUES & APPROVALS

Under the *State Environmental Planning Policy (Infrastructure) 2007*, Council is able to undertake a range of works within parks and other public reserves without the need for development consent under the *Environmental Planning and Assessment Act 1979*.

More specifically in relation to the series of projects that are subject to the funding application, under Part 3 Division 12 – "Parks and other public reserves", Clause 65(3) states (emphasis added):

*Any of the following development may be carried out by or **on behalf of a council without consent** on a public reserve under the control of or vested in the council:*

(a) Development for any of the following purposes:

- i. Roads, **pedestrian pathways**, cycle ways, single storey **car parks**, ticketing facilities, viewing platforms and pedestrian bridges,*
- ii. Recreation areas and recreation facilities (outdoor) , but not including grandstands,*
- iii. Visitor information centres, information boards and other information facilities,*
- iv. Lighting, if light spill and artificial sky glow is minimised in accordance with the Lighting for Roads and Public Spaces Standard,*
- v. Landscaping, including landscape structures or features (such as art work) and irrigation systems;*
- vi. **Amenities for people using the reserve, including toilets and change rooms,***
- vii. Food preparation and related facilities for people using the reserve,*
- viii. Maintenance depots*

As highlighted in bold above, the relevant project elements generally captured by this Clause, or are otherwise typically able to be undertaken as exempt development (under Clause 66) and do not require further environmental assessment (such as signage, street furniture, shelters, BBQs etc).

As the projects are generally located across reserves and parkland areas, or within road reserves, which are under the control / management or ownership of Council, there is no known statutory requirement for development consent or a development application to be made for the works envisaged.

Section 5.5(1) of the *Environmental Planning and Assessment Act 1979* does however require Council, in its consideration of undertaking an activity (i.e. the project), examine and take into account to the fullest extent possible all matters affecting or likely to affect the environment by reason of that activity and that would be undertaken in the detailed design and approvals phase.

4.4 PROPOSED MANAGEMENT ACTIVITIES

4.4.1 RISK MANAGEMENT

As with any design and construction project there are a range of risks including financial, reputational and for direct project delivery. However, Council has vast experience with risk processes and management, maintaining detailed risk policies and procedures for undertaking projects of this kind.

In project delivery terms, whilst a preliminary risk management review has been undertaken to identify key risks shown below, a full Risk Register will be developed as part of the detailed design process, which will then be used moving forward to ensure that matters of risk are recognised and that strategies are in place to manage these. A full Risk Management Plan will also be prepared if required.

Key initial risks that have been identified, including the management approaches to mitigating these risks, are outlined below and included in Table 4.2 thereafter:

- *Risk 1: Not being successful in obtaining funding / not doing the project*

Without funding assistance, the project in totality will not proceed. This will delay the implementation of the vast majority of project elements until such as a time as alternative project funding can be sourced. Given the competitive nature of funding within the local government context, this means that the full benefits of the project will not be possible for a long-time, undermining the longer-term sustainable tourism directions of both the State Government and Shoalhaven City Council.

Strategies to ensure that the funding application is successful include establishing a realistic project budget and scope, articulating a clear case for the project and engaging with key project stakeholders on the project.

- *Risk 2: Project cost overruns*

Projects based within sensitive coastal environments can be challenging and require careful planning and project execution. Council is however familiar with the types of works being proposed and have comparable projects upon which to inform project costings and implementation budgets.

Strategies proposed to mitigate potential for unexpected cost overruns include:

- Appropriate pre-planning and design works have been undertaken.
- Comparisons have been made to real life examples based on Council's experience.
- Appropriate contingencies have been included in project costing.

- *Risk 3: Construction workplace injury or death*

Construction projects in general have a degree of risk, again being confounded by potentially difficult to access coastal sites. As such, the provision of appropriate safe work practices is particularly important.

Strategies to be employed to mitigate this risk include:

- White Card requirements for all contractors.
- Provision of site induction procedures.
- Regular toolbox meeting prior to work commencement.
- Ensuring that necessary insurances, trade tickets and licenses are in place.
- Council is a top tier workers compensation self-insurer licensed by State Insurance Regulatory Authority (SIRA)

- *Risk 4: Environmental approvals*

Whilst many of the project infrastructure outcomes are exempt development where being implemented by local government, there remain others that may require the undertaking Review of Environmental Effects under Part 5 of the *Environmental and Planning Assessment Act 1979*. Council's planning and environment staff are aware of the proposed works and whilst obtaining approvals is not seen as a problematic in itself, assessment outcomes may ultimately require redesign or reconsideration of proposals.

Strategies to be used to minimise potential impacts include the provision of realistic works proposals based on previous / similar experiences, and the staging of works to ensure that adequate timing can be provided to those elements requiring further assessment. As the peak summer visitation season needs to be avoided during construction, there is also an extended period in which approvals are able to be secured, meaning that appropriate timeframes have been allocated.

- *Risk 5: Defective building or construction works*

As with construction of any public infrastructure, there is potential for defects to cause significant injury and put Council at risk.

Strategies will be employed to ensure that there is:

- Active project management and superintendency during construction period.
- Regular site presence of project manager.
- Quality system checks during tendering, including appropriate contracts and insurances being required.

- *Risk 6: Failure to complete project on time*

The project is identified as being completed within an approximate 18-month period from the funding agreement being executed. This completion timeframe enables any elements of the project to be progressed immediately, whilst others would be programmed to roll-out the works over that full period.

Strategies to mitigate time delays include preparation of realistic and informed project plans, establishing implementation plans based on continuous progression of the project and active project management / superintendency during the construction period.

Table 4.2: Summary of initial project risk assessment

Risk	Proposed mitigation	Risk rating after mitigation		
		Consequence	Likelihood	Rating
Risk 1: Not being successful in obtaining funding / not doing the project	Realistic budget and scope. Clear project justification Stakeholder consultation	Major	Possible	Medium
Risk 2: Project cost overruns	Appropriate pre-planning and design works Comparisons to real life examples Appropriate contingencies	Major	Possible	Medium
Risk 3: Construction workplace injury or death	White Card requirements Site induction procedures Regular toolbox meetings Insurances, tickets and licenses in order	Catastrophic	Rare	Medium
Risk 4: Environmental approvals	Proposals based on previous / similar experiences Staging of works / realistic timeframes	Moderate	Possible	Low
Risk 5: Defective building or construction works	Active project management / superintendency Regular site presence Quality system checks	Moderate	Possible	Low
Risk 6: Failure to complete project on time	Realistic and informed project plans Active project management	Moderate	Possible	Low

4.4.2 ASSET MANAGEMENT & OPERATIONS

The project infrastructure will be included within Council's asset management planning system and allocated with the necessary ongoing maintenance funding. This will include relevant infrastructure being included in Council's respective "Coastal & Estuary Assets", "Footpaths and Cycleways", "Public Amenities" and "Parks & Reserves" Asset Management Plans.

Operational care, such as cleaning and restocking of consumables, will be included in regular maintenance schedules according to the level of service criteria applied through the above plans. Council will make allowances for these costs in its long-term financial plan over the lifecycle of the infrastructure.

In terms of project delivery, Council will continue to seek funding for other related and complimentary works and to ensure that opportunities are fully explored to further leverage the project funding with Federal Government sources and in conjunction with our project partners.

**Regional Growth
Environment & Tourism Fund**

**Shoalhaven Sustainable Tourism
Infrastructure Package**

Appendix A – Project Letters of Support

Letters of support received from:

- The Hon. Shelley Hancock MP, Member for the South Coast
- Mr Gareth Ward MP, Member for Kiama
- The Hon. Paul Green MLC, NSW
- Kane Weeks, Director South Coast NSW National Parks & Wildlife Service
- Steve Lawson, Director Business Development Destination Sydney Surrounds South
- Rob Pollock OAM, Chair, Regional Development Australia Far South Coast
- Leanne Barford, Project Manager, Ulladulla Local Aboriginal Land Council
- Jackie Kay AM, It's Heaven Inclusive Tourism
- Greg Pullen, Economic Development Manager Shoalhaven City Council
- John Souter, Liaison Officer, Shoalhaven Bushwalkers Inc.
- Brigitte Nairn, Convenor, National Parks Assoc. Milton
- Greg and Jan Woods, Proprietors, By the Beach B&B Sanctuary Point
- Jemma Tribe, President, Shoalhaven Business Chamber
- Annie Boutland, Chair, Pacific Heathland Reserve Land Manager



Shoalhaven
City Council



The Hon Shelley Hancock MP

SPEAKER OF THE NSW LEGISLATIVE ASSEMBLY
MEMBER FOR SOUTH COAST

Ref: SH/la
November 28, 2018

The Hon Gabrielle Upton MP
Minister for Environment and Heritage
GPO Box 5341
Sydney NSW 2000

Dear Minister

I write in support of Shoalhaven City Council's recent Expression of Interest for the 'Shoalhaven Sustainable Tourism Infrastructure Package' under the Restart NSW Environment and Tourism Fund.

Council's submission for funding under this package consists of seven key deliverables that will increase, diversify and sustain growth in the visitor economy of the Shoalhaven and South Coast areas and highlight nature based, cultural and accessible tourism strengths.

The objective of these projects is to showcase the iconic coastline of this area and will be delivered through a program of infrastructure works with an emphasis on linking existing coastal walks and trails.

The seven deliverables include some of the most popular and beautiful natural environments on the South Coast – Vincentia and St Georges Basin walks, Hyams Beach and Ulladulla Headland, two widely recognised iconic locations and the increasingly popular Great Southern Walk between Kioloa and Narrawallee

With strong community and Council support for significant improvements to environmentally sustainable accessibility throughout the region, I have no doubt that the projects will be extremely well received and I applaud this initiative.

I am delighted to give my support to Shoalhaven City Council for their application under the Environment and Tourism Fund and should any further information be required, please do not hesitate to contact my office

Yours sincerely

The Hon Shelley Hancock MP
Member for South Coast



Gareth Ward MP

MEMBER FOR KIAMA

GW:mj

Wednesday, 05 December 2018

To whom it may concern,

**LETTER OF SUPPORT
RESTART NSW ENVIRONMENT and TOURISM FUND
SHOALHAVEN CITY COUNCIL'S APPLICATION**

I write in support of Shoalhaven City Council's application for funding under the Restart NSW Environment and Tourism Fund.

Shoalhaven City Council is seeking the funding for the Shoalhaven Sustainable Tourism Infrastructure Package.

The Package consists of seven key deliverables that will grow, diversify and sustain growth in the visitor economy of the Shoalhaven and South Coast areas, whilst highlighting the areas nature-based, cultural and accessible tourism strengths.

The program of infrastructure projects is well aligned with a wide range of tourism and economic development strategies and have great potential through all three of the key drivers of jobs.

The objective of the project is to showcase the iconic coastline of the Shoalhaven, promoting sustainable nature-based, cultural and accessible tourism through a series of walks and other foreshore projects across the locality that bring together natural assets, Indigenous heritage and equal access.

The request for funding and the projects that the funding will enable will be of great benefit to the Shoalhaven and I therefore strongly support the application submitted by the Shoalhaven City Council.

Kind regards

GARETH WARD MP

Member for Kiama

Parliamentary Secretary for the Illawarra and South Coast

Parliamentary Secretary for Education

Working for Our Community



The Hon.
**PAUL
GREEN MLC**
Christian Democratic Party
Member of the NSW Legislative Council

A:Parliament House
Macquarie Street
Sydney NSW 2000
P:(02) 9230 3484
F:(02) 9230 2342
E:paul.green@parliament.nsw.gov.au
W:paulgreenmlc.com.au

Regional Infrastructure,
Department of Premier and Cabinet
GPO Box 5341
Sydney NSW 2001.

13 November 2018

To Whom It May Concern,

RE: Restart NSW Environment and Tourism Fund

I am writing in support of the application of the Shoalhaven City Council recent Expression of Interest under the Restart NSW Environment and Tourism Fund for the Shoalhaven Sustainable Tourism Infrastructure Package.

This package seeks to apply for funding to the value of \$6,880,000 to deliver seven key tourism projects.

For the Shoalhaven tourism is a key sector of the local economy, there are many small businesses that rely on the tourism industry throughout the year.

The application submitted by the Shoalhaven City Council seeks to further showcase the iconic coastline and promote sustainable nature-based, cultural tourism. By increasing accessible tourism sites there will be greater attractions with the Shoalhaven that our visitors, guests and locals can all enjoy.

I would also note that the projects identified are not individual in nature, however look to build upon current coastal walks and trails.

I strongly support this application across the seven sites identified in Vincentia, Sanctuary Point, Basin Walk, Bherwere Wetland, Hyams Beach, Ulladulla Headland and Southern Shoalhaven, and appreciate your consideration of this support.

Kind Regards,

Paul Green MLC
Member of the NSW Legislative Council
Member for the Christian Democratic Party NSW.



Office of
Environment & Heritage
NSW National Parks & Wildlife Service



Our reference: SF18/51641
Contact: Jean-Pierre Issaverdis

18 December 2018

Elizabeth Finch
Grants Officer
Shoalhaven City Council
PO Box 42
NOWRA NSW 2541

Dear Elizabeth,

Support for Shoalhaven City Council Grant Application – Great Southern Walk

I am pleased to offer this letter of support for Shoalhaven City Council's *Shoalhaven Sustainable Tourism Infrastructure Project* application for funding under the Environment and Tourism Fund.

Shoalhaven Council's proposed extension of the Murramarang Coastal Walk, from the northern boundary of Murramarang National Park at Merry Beach through to Mollymook, offers an extended walking experience across multiple coastal community precincts. The walk will help attract recreational visitors, experienced bush walkers and nature lovers to the region.

Investment in the walking experience will facilitate new tourism opportunities for both tour operators and accommodation providers and enhance the visitor economy across the broader Shoalhaven region. Funding will supplement the work being completed by National Parks and Wildlife Service (NPWS) on the Murramarang Coastal Walk and ensure that directional and interpretive signage is consistent, safety of walkers is improved and access and track upgrades are completed effectively.

NPWS looks forward to working closely together with Shoalhaven Council on this exciting initiative. For further information please contact Jean-Pierre Issaverdis, Branch Programs Manager on 0499 588941 or email jean-pierre.issaverdis@environment.nsw.gov.au.

Yours sincerely,

Kane Weeks
Director South Coast Branch
NSW National Parks and Wildlife Service
Office of Environment and Heritage

19 September 2018

Coralie Bell
Tourism Manager
Shoalhaven City Council
Bridge Road
Nowra NSW 2541

Dear Coralie,

RE: Shoalhaven Sustainable Tourism Infrastructure Package

I write to you on behalf of Destination Sydney Surrounds South Ltd (DSSS) following correspondence I received in relation to an application for funding that Shoalhaven City Council is preparing to submit under the NSW Government Regional Growth Environment and Tourism Fund.

As the peak tourism agency for the region that includes Shoalhaven LGA, DSSS has been working with stakeholders to establish a long-term co-ordinated approach to deliver on our collective goal to achieve \$2.01 billion in overnight visitor expenditure by 2022 - a 5% year-on-year growth between 2017 and 2022. This involves working with a wide range of industry participants to ensure that visitor experiences align with expectations and are well managed to encourage visitors to return often, stay longer and in turn spend more.

The recently developed Sydney Surrounds South Destination Management Plan highlights a number of the challenges and opportunities that are faced by the sector to achieve these goals. It identifies a number of "Strategy Imperatives" that align with the projects included in the *Shoalhaven Sustainable Tourism Infrastructure Package*, including:

- Strategy Imperative 2 - Destination Infrastructure
Identifies the need to prioritise and invest in infrastructure with Action 2.5 being to support and advocate for the development of infrastructure that supports community and visitor needs.
- Strategy Imperative 4 - Product and Experience Development
Identifies the need to further develop the required infrastructure to satisfy the growing interest in nature, outdoor and aquatic experiences with specific actions being to:

Action 4.7 – support the development and promotion of local indigenous tourism experiences



Destination Sydney Surrounds South

Action 4.8 - support and encourage the development of niche and special interest product offerings in areas including aquatic, outdoor and nature experiences

In August 2018 the NSW State Government released the Visitor Economy Industry Action Plan 2030 (VEIAP). This plan exists to guide industry collaboration to deliver on the State Government's goal of achieving \$45 billion in overnight visitor expenditure by 2025, with regional economic activity making up \$25 billion of this goal. The plan identifies *Interest Based Tourism* as a catalyst for future growth and describes adventure, activity and interest-based tourism as;

- growing niche markets as like-minded visitors join together to explore new places to enjoy their activity or interest,
- tours and trails are popular ways of packaging destinations and experiences, such as hiking, downhill mountain biking and health-based tours and retreats,
- tours, trails and routes can help overcome geographic barriers for the visitor economy in remote NSW regions and enable the benefits of visitation to be more widely dispersed.

The VEIAP further supports that a *Nature Based Tourism Strategy* be developed by Destination NSW in consultation with relevant state government agencies as priority action 3.3.

We firmly believe that the projects included in the *Shoalhaven Sustainable Tourism Package* align with the strategies and actions within both the DSSS Destination Management Plan and the NSW Government VEIAP 2030. The planned projects will enhance the visitor experience, better manage peak demand via improved infrastructure and in-destination dispersal whilst simultaneously creating opportunities to diversify product offerings. Each of the proposed projects within the plan will positively contribute to the NSW State Government Visitor Economy goals.

We wish Shoalhaven City Council all the best with their application to the Regional Growth Environment & Tourism Fund.

Yours sincerely,

Steve Lawson
Director Business Development
Destination Sydney Surrounds South Ltd



Regional
Development
Australia
FAR SOUTH COAST
ABN 19 030 783 279

Mr Russ Pigg
General Manager,
Shoalhaven City Council
PO BOX 42, NOWRA NSW 2541

14 January 2019

Dear Mr Pigg,

81a North Street
Nowra NSW 2541
p: +612 4422 9011
e: admin@rdafsc.com.au
w: www.rdafsc.com.au

All Postal
Correspondence
PO Box 1227
Nowra
NSW 2541

RE: Shoalhaven Sustainable Tourism Infrastructure Package Project

On behalf of Regional Development Australia – Far South Coast (RDA FSC), I advise that we are pleased to support the Shoalhaven Regional Tourism Infrastructure Package Project, for which Shoalhaven City Council is seeking \$5,000,000 in funds from the NSW Regional Growth Environment and Tourism Fund.

RDA FSC understands the project aims to increase tourist visitation, from both domestic and international markets facilitating continued sustainable growth in tourism for the South Coast region, through quality nature based, cultural and accessible tourism infrastructure across a range of sites in the region. We are pleased that significant community consultation has also been undertaken to support the project development.

The proposal has wide ranging connections and alignment to various local, regional and state plans and reflects Council's key policy areas of tourism, community and economic development.

I confirm the proposal reflects the vision of Regional Development Australia Far South Coast (RDA FSC):

"to be economically diverse and prosperous, to be environmentally sustainable and socially inclusive: to be innovative and creative while ensuring a sustainable, attractive and livable future for the South Coast and its residents."

Further, it aligns with the goals of the RDA FSC as it:

- Broadens the economic base
- Builds infrastructure capacity
- Preserves and nurtures the natural environment and
- Improves the quality of life of visitors and residents, and
- Encourage tourism projects and ventures which showcase and maximise the return from the region's natural environmental attractions





Regional
Development
Australia
FAR SOUTH COAST

ABN 19 030 783 279

The project also reflects the Shoalhaven Destination Management Plan, which involved collaboration between Shoalhaven City Council and the RDA FSC Committee and Staff, specifically that it will:

81a North Street
Nowra NSW 2541

p: +612 4422 9011

e: admin@rdafsc.com.au
w: www.rdafsc.com.au

"Support and strengthen tourism opportunities by identifying and supporting the development of key tourism sites and precincts as identified in the local Destination Management plans for the Shoalhaven...and targeting the focus areas while highlighting the regions natural environmental attractions."

All Postal
Correspondence
PO Box 1227
Nowra
NSW 2541

RDA FSC understands with a confirmed budget allocation and advanced planning and approvals, Shoalhaven City Council is ready to implement this project with the NSW Government Regional Growth Environment and Tourism Fund investment of \$5 million and Shoalhaven City Council investment of \$1.5 million to the project.

On behalf of myself and the RDA FSC Committee, I wish Shoalhaven City Council every success with the project and your application to the NSW Regional Growth Environment and Tourism Fund.

Yours sincerely,

Rob Pollock OAM

Chair

Regional Development Australia - Far South Coast.





ULLADULLA LOCAL ABORIGINAL LAND COUNCIL

P.O. BOX 520
ULLADULLA N.S.W. 2539

Telephone: (02) 44 555883
Fax: (02) 4440440
Email: admi@ulladullalalc.com.au
ABN: 85534877167

Ulladulla Local Aboriginal Land Council- Letter of support.

The Ulladulla Local Aboriginal Land Council (ULALC) would like to extend their support for Shoalhaven City Council's grant application to construct a path to join North Head to Warden Head, Ulladulla.

The plan to extend the path to include the upgrade of the Coomee Nulunga Cultural Trail is of most importance to the ULALC and the Aboriginal community due to its cultural significance, preservation of cultural and heritage and use for cultural education. The Coomee Nulunga Cultural trail is an important learning location, and as such many organisations and educational institutions utilise the trail as a cultural learning tool. The Trail has the ability to enhance tourism in the Shoalhaven by offering a unique, Aboriginal cultural experience to visitors.

The ULALC first constructed the Coomee Nulunga Cultural trail in 1995 and continues to use it for cultural education through organised tours. The income made from these tours is meagre but is enough to employ a casual tour guide and to cover track maintenance. The proposed upgrades are essential for the survival of the trail. Without it the trail will continue to deteriorate until it is no longer a functioning community asset.

The ULALC has allocated \$80,000 towards this project; in particular for the upgrade of the Coomee Nulunga Cultural Trail. The proposed works would include:

- The construction of a fibreglass boardwalk which would extend the length of the trail.
- The inclusion of seating and interpretive signage in four locations along the trail.

The ULALC is in the process of ordering a \$20,000 Corten steel sculpture to replace the Bunaan man sculpture which once stood at the entrance to the trail but was destroyed by the elements. This purchase will benefit the project as an in-kind donation from the ULALC.

If you need further information about this letter, please contact either Leanne Barford (Project Manager) or Shane Carriage (CEO) on 0244555883.

Leanne Barford

Project Manager
20th September 2018

29 April 2018.

TO WHOM IT MAY CONCERN

With the assistance of Shoalhaven City Council, It's Heaven Inclusive Tourism has been documenting all the accessible aspects of the Shoalhaven LGA and compiling the information on itsheaven.org. This is an innovative project that encourages visitors to the area as well as locals to explore the beauty of the Shoalhaven, regardless of their ability.

As a wheelchair user myself for 30 years, I have experienced firsthand the difficulties of accessing beaches and waterways all over the world. Too often people with disabilities and the elderly are unable to participate in outings alongside their family and friends because of inadequate facilities and difficulties accessing the water, necessitating great physical exertion by those providing assistance.

The Plantation Point Inclusive Beach Access Project is exciting as it will provide a venue where everyone can enjoy Jervis Bay with safety and dignity. Facilities at Plantation Point that enable easy access and participation for everyone will be popular with both the locals and visitors to the Shoalhaven as Jervis Bay is promoted as an iconic destination for people of all abilities.

The proposed Plantation Point facilities will encourage healthy outdoor activities for all, thereby supporting an inclusive society for which we are all striving. Should you require additional information please contact me.



Jackie Kay A.M., J.P.

Shoalhaven City Council - Tourism
PO Box 42
NOWRA NSW 2541

TO WHOM IT MAY CONCERN

Shoalhaven Sustainable Tourism Infrastructure Package

The Economic Development Office of Shoalhaven City Council encourages and delivers projects that increase the economic performance of the Shoalhaven and generates new employment opportunities.

Under the Restart NSW – Environment & Tourism Package, Council is making application for a grant to be implemented across a range of locations to deliver improved amenity and connectivity to link tourism assets within the City which can lead to an increase in the level of year-round Tourist visitation.

The importance to support and sustain employment in tourism related businesses is dependent on activities for visitors to our area being of a quality that will encourage them to spend more of their time and contribute more of their disposable income into our local businesses.

I commend this project to you for consideration and assessment as it adds to the built tourism assets which this area requires.

If you need further information about this matter, please contact Greg Pullen, Economic Development Manager on (02) 4429 3388. Please quote Council's reference 54795E (D18/325182).

Yours faithfully



Greg Pullen
Economic Development Manager
19/09/2018

Shoalhaven Bushwalkers Inc
PO Box 403
NOWRA NSW 2541

Russ Pigg, General Manager
Shoalhaven City Council
PO Box 42
NOWRA NSW 2541

19 December 2018

Dear Mr Pigg,

Support for SCC bushwalking infrastructure grant application

I understand that Shoalhaven city Council is applying for a large NSW Government grant to undertake infrastructure works that will link and expand existing coastal walking opportunities in the Shoalhaven region. On behalf of the Shoalhaven Bushwalking Club (SBC), I write to lend wholehearted support to this application.

The SBC is a strong and active bushwalking club of some 250 members with a wide range of walking abilities but a shared a passion for walking the coast and hinterland of this beautiful part of the country. Improvements to the condition and maintenance of formed walking tracks are important to many of our members who may not have the desire or skills necessary for walking off-track and our walking program reflects this trend. Our members would welcome extensions and sensitive improvements to the Basin walking track to incorporate the Bherwerre wetland area on St Georges Basin. Likewise, improvements to the walks on the coast and headlands surrounding Ulladulla Harbour would be warmly supported – parts of these areas have been sadly neglected in recent years with bushfire damage to the One Track for All and the Coomee Nulunga Trail. Moreover, improved signage would lessen the current confusion of tracks on Wardens Head.

Walking is an increasingly popular pastime and in particular, multi-day walking tourism is booming as can be seen from the huge popularity of the new Three Capes Walk on Tasmania's east coast. It is a sad fact that in recent years, NSW has fallen behind many other states in the provision of new long-distance walking opportunities, despite the great climate advantage NSW enjoys over rival states and its abundance of pristine attractions. In turn, the Shoalhaven has lagged behind a number of other regions of NSW with scant provision of new walking tracks within its National Park estate despite the gazettal, over the years, of new national parks, nature reserves and state conservation areas within its boundaries.

We are hopeful that this imbalance will be redressed in part by the creation of a multi-day walk through the wonderful Murramarang National Park. We see the Murramarang Coast Walk, for which the NPWS has received considerable funding, as being the first step in the creation of a longer coastal walk running all the way south of Narrawallee Inlet and connecting the coast between Merroo and Murramarang National Parks. The resulting walk – the Southern Shoalhaven Coast Walk (perhaps better branded as the Budawangs Coast Walk) – would become the iconic coastal walk that regional NSW currently lacks. We would hope that SCC could apply any grant funding to complement the work that NPWS will be undertaking within Murramarang National Park by making any necessary improvements on Council-managed coastland to the north of the park. We would prefer to see money spent on necessary track upgrades, high tide and/or headland walking alternatives to rock

platform walking, interpretive signage and way-marking rather than expensive and visually intrusive safety fencing and the like. We also stress the critical importance of funding for ongoing maintenance of walking infrastructure.

Provided that government agencies develop and enforce robust policies to protect our unique environment, there's a great opportunity for the Shoalhaven to become a 'go to' destination for walking enthusiasts if it can progressively develop an extensive network of well-maintained and waymarked walks on its extensive coastline and untouched hinterland.

Yours sincerely,

John Souter, SBC Liaison Officer
souters@offtheshelf.com.au

21 January 2019



Milton Branch

PO Box 176
Ulladulla NSW 2539
milton@npansw.org.au

Ms Elizabeth Finch
Grants Officer
Shoalhaven City Council

Via email to Elizabeth.Finch@shoalhaven.nsw.gov.au

Dear Ms Finch,

Letter of support for the Grant Application for the Shoalhaven Sustainable Tourism Infrastructure – Kioloa to Narrawallee – Murramarang Coastal Walk Extension

Established in 1957, National Parks Association is a community-based organisation dedicated to the protection and conservation of nature. Our activities are particularly focused towards advancing:

- long-term protection of biodiversity and its supporting ecological processes
- an expanded network of protected natural areas
- better systems of environmental law, policy, and planning
- evidence-based natural resource management
- a closer connection between people and nature.

National Parks Association, Milton has over 200 members in the Shoalhaven and has an extensive bushwalking program in this area. Our leaders and members have a wealth of knowledge of the geology and natural features of this area and of the local fauna and flora.

Recently the NSWNPWS has received funding for the development of a walking track from Bawley Point to Maloney Beach, a welcome first step.

We welcome the Shoalhaven City Council's initiative to realise the Narrawallee to Kioloa section of the Great South Coast Walk and support the application for a grant from the NSW Government to assist with the costs.

National Parks Association, Milton Electorate has been actively campaigning for the Great South Coast Walk, spanning from Sydney to the Victorian Border.

This walk can show off our natural environment and provide a nature based high quality experience. All research indicates that tourists increasingly seek active engagement in nature-



based activities. They seek an experience that can't be replicated in their home environment to enjoy the grandeur of nature and escape pressures from urban life.

It is therefore paramount that the asset – nature - is managed so that humans do not degrade the natural ecosystem.

In the Shoalhaven Council we have the benefit that the area is already serviced by roads and associated infrastructure and have the benefit of coastal villages that can support the need for access points, food and accommodation.

Walking and nature-based tourism attracts visitors in autumn, winter and spring, typically seasons with less visitations than the summer period. This means that there is less additional pressure on local infrastructure and services but an opportunity for businesses to be more sustainable during the quieter months.

For this project to provide the quality nature-based experiences that the Shoalhaven city Council envisages and to be successful and sustainable there are several factors that need to be addressed and that require adequate funding:

1. There need to be strict environmental controls to ensure the preservation of the unique natural environment, the main attraction for this walk. This includes measures to retain biodiversity and tree cover along the track and maintaining or re-establishing connectivity of the bush between the coast and the inland. Crown Land that is being divested to the Local Government need to be protected from development
2. Resources need to be available on an ongoing basis to ensure compliance with restrictions such as no dog zones, no free camping, exclusion zones in environmental sensitive areas, etc
3. There is an urgent need for consistent branding of the overall track and identifying a lead management body for the entire GSCW concept. NSWNPWS has indicated that they don't have the resources or funding to be the lead agency. A brand that encompasses the whole length of the track would assist with marketing to the overseas market as well as domestically and provide cross benefits for the different sections of the walk.
4. Walking tracks can be of varying standards but they must be maintained at the standard that was intended for them. Walking tracks need to be well marked and walkers must be provided with accurate information, so they can choose appropriately within their individual capabilities.
5. Infrastructure such as toilets need to be available at practical intervals to ensure that the land adjacent to the track is not polluted.
6. The track would benefit from interpretative signs that add value to the experience.
7. Support for local interest groups, such as the Aboriginal Land Council, the South Pacific Heathland Reserve Trust and local businesses to develop and implement value add initiatives and essential services.

In summary, NPA Milton welcomes and supports the concept of the Great South Walk and the grant application by the Shoalhaven City Council to develop the Narrawallee to Kioloa section as long as the biodiversity and ecosystems are protected, the natural beauty of our region is maintained and the pressures that increased visitation cause are addressed and managed on an ongoing basis.

Your sincerely

Brigitte Nairn

Convenor, NPA Milton

National Parks Association of NSW

Mr Russ Pigg
General Manager
Shoalhaven City Council
PO Box 42
NOWRA NSW 2541

29TH December 2018

Dear Mr Pigg

Thank you for the opportunity to support Council's application for a grant to improve the Sanctuary Point area as a tourist attraction.

We have operated a successful Bed & Breakfast facility at Palm Beach, Sanctuary Point for 10 years but have been property owners and visiting the area for over 50 years. During this time we have seen many changes but there is potential for further positive development.

Palm Beach is the only beach on St Georges Basin that caters for locals and tourists. In the busy periods it is impossible to find parking and the beach and surrounding areas are packed with people, especially young people. The main reason for this is the safe nature of the beach where the swimming area does not get deeper than 1 metre thus allowing children and poor swimmers to enjoy the water activities with safety. Palm Beach is also one of the few beaches along our coastline that provides protection against the prevailing summer N/E winds.

The area is incredibly beautiful and the scenic outlook will not change as the foreshore is either reserve or National Park. The birdlife and animal habitat is also amazing especially to overseas tourists.

However, despite the natural beauty and popularity there are several opportunities to enhance the area. The current walking track around the foreshore of St Georges Basin has had some improvements with the provision of a boardwalk in the worst low-lying areas. However, after rain it is still wet underfoot and the rainfall coupled with tidal effect causes erosion which makes the track dangerous for walkers and impossible for anyone who is elderly or incapacitated. The southern section of the track running parallel to Greville Ave is in urgent need of an upgrade.

Currently, there is no shade provided at Palm Beach apart from the tree cover and the barbecue and picnic facilities are minimal. The children's playground is outdated and in need of upgrading and expanding.

There is an opportunity to continue the Basin Walking Track around what is known as Redhead Point. Currently disabled or elderly walkers have to leave the foreshore and walk along the street to rejoin the track at the Sanctuary Point Boat Ramp. However, by constructing a boardwalk around the cliff face and on the shallow rock shelf for a distance of approximately 200 metres the track could be linked so that everyone can use it. This will allow an unimpeded track linking the existing Basin Walk to the planned Bherwerre Wetlands. The provision of such a boardwalk would also reduce the human impact to both flora and fauna along the top of Redhead Point.

Modern construction materials and techniques would allow an 'over-water boardwalk' to be constructed close to water level around Redhead Point with minimum maintenance required. Materials such as reconstituted fibreglass and treated metals would be safe, non-slip and require minimal maintenance in the marine environment. Such a boardwalk would also allow viewing the marine life that exists on the rock shelf beneath Redhead Point and would be an ideal viewing platform for the seabirds in the area.

It should be emphasised that the current Basin Walk is merely a track, i.e. mainly dirt with rocks and tree stumps and a small amount of raised boardwalk. It does not compare with shared pathways constructed in other areas of Shoalhaven that allows people with prams, wheelchairs, scooters, bikes etc. to enjoy. An upgrade and extension similar to what Kiama Council is doing at Minnamurra would be well received by ratepayers and visitors.

The development of Bherwerre Wetlands would be a tremendous asset to the Shoalhaven area both as a tourist attraction and an enhancement of the vacant low lying area. It would make sense to connect the Basin Walk to the shared pathway that runs between Sanctuary Point and Huskisson thus becoming an added tourist attraction and an asset to local residents to maintain and improve fitness levels, leisure activities and lifestyle.

We are happy to provide further information if required.

Yours sincerely

Greg and Jan Woods
By the Beach B and B
260 Greville Ave
SANCTUARY POINT NSW 2540
Ph 02 44433208



Attention: Greg Pullen
Economic Development Manager
Shoalhaven City Council

14 January 2019

Dear Mr Pullen,

I am writing to support Council's application under the NSW Government's **Regional Growth Environment & Tourism Fund** to increase tourist visitation from domestic and international markets and facilitate sustainable long-term tourism for the Shoalhaven by offering nature-based attractions.

The Shoalhaven Business Chamber represents over 240 local businesses, many of whom rely on the tourism industry for their growth and development.

We support Council's proposed project: The **Shoalhaven Sustainable Tourism Infrastructure Package** and its detailed plans involving works at Vincentia, Sanctuary Point, Hyams beach, Ulladulla and Kioloa - to improve the infrastructure on offer in these locations.

We understand and celebrate that the Shoalhaven markets itself as a great place to live, work and play. People are attracted to our natural resources, relaxed lifestyle and inclusive amenities. These projects enhance this image and increase our tourism potential, which has significant flow on effects for businesses in the area.

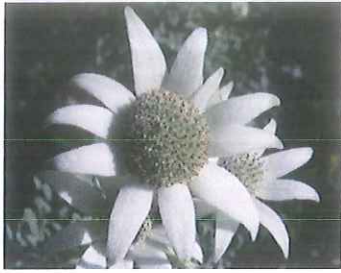
Thank you for the opportunity to provide a voice for local businesses in this way, we look forward to hopefully working with you to promote these significant projects in the future.

Kind Regards,

Jemma Tribe

President

Shoalhaven Business Chamber



South Pacific Heathland Reserve Land Manager

ABN 73 077 801 959



@southpacificeathlandreserve

Ms Elizabeth Finch
Grants Officer
Shoalhaven City Council
Bridge Rd (PO Box 42) Nowra NSW 2541

0437 021 193
elizabeth.finch@shoalhaven.nsw.gov.au

24 January 2019

Re: Shoalhaven Sustainable Tourism Infrastructure Package

Dear Elizabeth

I am writing to support your project application for Shoalhaven City Council's Sustainable Tourism Infrastructure Package in my capacity as the Chair of the South Pacific Heathland Reserve Land Manager Board. This Reserve in southern Ulladulla is a small but important link in the Kioloa to Narrawallee - Murramarang Coastal Walk.

The South Pacific Heathland Reserve is a 14 ha Crown Land Reserve managed by volunteer community land managers. Despite its small size the clifftop Reserve contains over 270 plant species, some of them rare, in vegetation communities including wet heath, sand heath and coastal woodland. The Reserve is also an important habitat for many birds, including the endangered glossy black cockatoo. There are well signposted walking tracks through the Reserve and two coastal lookouts. The Reserve is regularly used by birdwatchers, walkers, bushwalkers as well as by researchers and local schools. The Reserve includes five overlapping vegetation communities, the most significant being the sand heath community as this vegetation community is relatively rare in this region. Geologically, the Reserve is the southern limit of Sydney Sandstone, so while small, it possesses a remarkable biodiversity that makes it an area of environmental significance.

The Land Managers are working to ensure the long-term conservation of the Reserve and its precious flora and fauna by making it an attractive place to study, visit and enjoy. Our key objectives are to encourage further study of the Reserve's flora and fauna, to secure funding for conservation measures, including weed control; infrastructure improvement and maintenance; and community engagement and education projects. We have implemented a strategy of active management which has included upgrades of walking tracks and signage in the Reserve, and a program of community events that have made the Reserve an increasingly recognised, used and valued community, conservation and scientific asset.

I believe our management objectives for the South Pacific Heathland Reserve are an excellent fit with the objectives for the Shoalhaven Sustainable Tourism Infrastructure Package. In our view the South Pacific Heathland Reserve would be one of the highlights of your proposed multi-day walking track from Kioloa to Narrawallee and we wholeheartedly support your plans to encourage nature based tourism along some of Australia's most iconic and spectacular coastline in the southern Shoalhaven region.

We would be very pleased to work with you in realising in particular the Kioloa to Narrawallee - Murramarang Coastal Walk Extension as well as other Council activities to encourage nature based tourism in the southern Shoalhaven region. Please do not hesitate to contact me if you would like to discuss any specific improvements to signage, safety fencing on clifftops and track upgrades in the South Pacific Heathland Reserve that may be significant for the multi-day walking track from Kioloa to Narrawallee.

Yours sincerely

Annie Boutland
Chair, South Pacific Heathland Reserve Land Manager
annie.boutland@exemail.com.au / 0401250148

**Regional Growth
Environment & Tourism Fund**

**Shoalhaven Sustainable Tourism
Infrastructure Package**

Appendix B – Project Plans (Note: Provided under separate file)



**Regional Growth
Environment & Tourism Fund**

Shoalhaven Sustainable Tourism Infrastructure Package

Appendix C – Project Cost Estimates



Shoalhaven
City Council

SCHEDULE OF QUANTITIES AND COST

Estimate ID: MA03/19b

Project Title: Shoalhaven Sustainable Tourism Infrastructure Package

Project Location: Regional Growth Environment And Tourism Fund,

Date: 18th January 2019

Estimated Project Total (includes 10% contingencies)

\$6,880,000.00

Item No.	Description	Quantity	Unit	Rate \$	Total \$
D0 - DESIGN, PLANNING, APPROVALS & PROJECT MANAGEMENT					\$740,000.00
1	DESIGN, PLANNING & APPROVALS (5%)	5.00	Item	61,266.96	306,334.80
2	PROJECT MANAGEMENT (7%)	7.00	Item	61,266.96	428,868.72
Total for D0 - DESIGN, PLANNING, APPROVALS & PROJECT MANAGEMENT					\$735,203.52
D1 - Vincentia - Plantation Point Inclusive Beach Access					\$385,000.00
<u>PRELIMINARIES</u>					
3	ESTABLISHMENT / DE-ESTABLISHMENT	1.00	Item	7,309.92	7,309.92
4	PREPARE PROJECT PLAN	1.00	Item	716.53	716.53
5	PREPARE SAFETY PLANS (>\$100K)	1.00	Item	2,655.95	2,655.95
6	PREPARE, IMPLEMENT & MAINTAIN EROSION CONTROL & WATER MGMT PLAN (> \$100K)	1.00	Item	8,037.90	8,037.90
7	SEDIMENT CONTROL - SEDIMENT FENCE SD6-8 - 200 TO 500 METRES	200.00	m	24.42	4,884.00
8	SEDIMENT CONTROL - STABILISED SITE ACCESS SD6-14	1.00	Each	2,565.93	2,565.93
9	SEDIMENT CONTROL - SANDBAG SEDIMENT FILTERS	20.00	Each	166.06	3,321.20
10	PREPARE, IMPLEMENT & MAINTAIN TRAFFIC MGMT PLAN (> \$100K)	1.00	Item	8,037.90	8,037.90
11	TRAFFIC CONTROL CREW	10.00	Days	1,600.70	16,007.00
12	SURVEY PARTY DAYS SET OUT	2.00	Days	1,128.15	2,256.30
13	SURVEY PARTY WAE DETAIL SURVEY	2.00	Days	1,128.15	2,256.30
14	ENGINEERING CERTIFICATION	1.00	Item	7,610.23	7,610.23
15	RESTORATION	5.00	Days	2,779.50	13,897.50
<u>Subtotal - PRELIMINARIES</u>					<u>79,556.66</u>

SCHEDULE OF QUANTITIES AND COST

Estimate ID: MA03/19b

Item No.	Description	Quantity	Unit	Rate \$	Total \$
	<u>SHARED USER PATH</u>				
16	CONCRETE CYCLEWAY 2.5m WIDE 100mm THICK ON 35mm SAND BEDDING OVER COMPACTED SUBGRADE INCLUDING EXCAVATION, BACKFILLING RESTORATION OF NATURAL SURFACE. EXPANSION JOINTS @15m C/C CONTRACTION JOINTS @3.0m C/C	195.00	m	264.66	51,608.70
	<u>Subtotal - SHARED USER PATH</u>				<u>51,608.70</u>
	<u>CARPARK IMPROVEMENTS</u>				
17	CUT & EXPORT EXISTING ROAD PAVEMENT WITHIN 10KM – EXCAVATOR	13.86	cu.m	54.09	749.69
18	IMPORT, PLACE, COMPACT DGS40 SUBBASE, 200mm THICK	39.60	sq.m	21.37	846.25
19	IMPORT, PLACE, COMPACT DGB20 BASE COURSE, 100mm THICK	39.60	sq.m	13.20	522.72
20	ASPHALT 40mm AC10 SUPPLY & LAY < 900 M2	39.60	sq.m	33.44	1,324.22
21	LINEMARKING - CARPARKING SPACES THERMOPLASTIC 80mm WIDE INCLUDES TRAFFIC CONTROL	71.40	m	10.54	752.56
22	SIGNPOSTING - SUPPLY AND INSTALL STANDARD SIZE 'A' ROAD SIGN (600x600)	5.00	Each	296.75	1,483.75
	<u>Subtotal - CARPARK IMPROVEMENTS</u>				<u>5,679.19</u>
	<u>AMENITIES BUILDING</u>				
23	SITE WORKS (INCL. PIERING)	1.00	Item	85,468.71	85,468.71
24	CONCRETE WORKS	1.00	Item	30,347.25	30,347.25
25	WALLS, WINDOWS & DOORS	1.00	Item	99,518.36	99,518.36
26	ROOF SYSTEM	42.48	M2	1,112.26	47,248.80
27	FLOOR & CELING FINISHES	42.48	M2	1,128.66	47,945.48
28	INTERNAL FITOUT	1.00	Item	46,832.17	46,832.17
29	HYDRAULIC SERVICES	1.00	Item	46,832.17	46,832.17
30	MECHANICAL & ELECTRICAL SERVICES	1.00	Item	23,416.09	23,416.09
31	PREVIOUS AWARDED GRANT FUNDING	1.00	Item	-	-180,000.00
	<u>Subtotal - AMENITIES BUILDING</u>				<u>247,609.03</u>
	Total for D1 - Vincentia - Plantation Point Inclusive Beach Access				\$384,453.58

SCHEDULE OF QUANTITIES AND COST

Estimate ID: MA03/19b

Item No.	Description	Quantity	Unit	Rate \$	Total \$
D2 - Sanctuary Point - Palm Beach					\$450,000.00
<u>PRELIMINARIES</u>					
32	ESTABLISHMENT / DE-ESTABLISHMENT	1.00	Item	7,309.92	7,309.92
33	PREPARE PROJECT PLAN	1.00	Item	716.53	716.53
34	PREPARE SAFETY PLANS (>\$100K)	1.00	Item	2,655.95	2,655.95
35	PREPARE, IMPLEMENT & MAINTAIN EROSION CONTROL & WATER MGMT PLAN (> \$100K)	1.00	Item	8,037.90	8,037.90
36	SEDIMENT CONTROL - SEDIMENT FENCE SD6-8 - 200 TO 500 METRES	350.00	m	24.42	8,547.00
37	SEDIMENT CONTROL - STABILISED SITE ACCESS SD6-14	1.00	Each	2,565.93	2,565.93
38	SEDIMENT CONTROL - SANDBAG SEDIMENT FILTERS	50.00	Each	166.06	8,303.00
39	PREPARE, IMPLEMENT & MAINTAIN TRAFFIC MGMT PLAN (> \$100K)	1.00	Item	8,037.90	8,037.90
40	TRAFFIC CONTROL CREW	10.00	Days	1,600.70	16,007.00
41	SURVEY PARTY DAYS SET OUT	3.00	Days	1,128.15	3,384.45
42	SURVEY PARTY WAE DETAIL SURVEY	2.00	Days	1,128.15	2,256.30
43	ENGINEERING CERTIFICATION	1.00	Item	7,610.23	7,610.23
44	RESTORATION	10.00	Days	2,779.50	27,795.00
<u>Subtotal - PRELIMINARIES</u>					<u>103,227.11</u>
<u>PATHS</u>					
45	CONCRETE PATH 1.8m WIDE URBAN [INCLUDES STANDARD EXCAVATION & BACKFILLING]	340.00	m	242.17	82,337.80
46	GRAVEL PATH 1.2m WIDE PARKLAND [INCLUDES STANDARD EXCAVATION & BACKFILLING]	163.00	m	132.13	21,537.19
<u>Subtotal - PATHS</u>					<u>103,874.99</u>
<u>CARPARK IMPROVEMENTS</u>					
47	CUT & EXPORT EXISTING ROAD PAVEMENT WITHIN 10KM - EXCAVATOR	612.00	cu.m	54.09	33,103.08
48	IMPORT, PLACE, COMPACT DGS40 SUBBASE, 200mm THICK	1,800.00	sq.m	21.37	38,466.00
49	IMPORT, PLACE, COMPACT DGB20 BASE COURSE, 100mm THICK	1,800.00	sq.m	13.20	23,760.00
50	ASPHALT 40mm AC10 SUPPLY & LAY < 900 M2	1,800.00	sq.m	33.44	60,192.00

SCHEDULE OF QUANTITIES AND COST

Estimate ID: MA03/19b

Item No.	Description	Quantity	Unit	Rate \$	Total \$
51	LINEMARKING - CARPARKING SPACES THERMOPLASTIC 80mm WIDE INCLUDES TRAFFIC CONTROL	263.90	m	10.54	2,781.51
52	SIGNPOSTING - SUPPLY AND INSTALL STANDARD SIZE 'A' ROAD SIGN (600x600)	10.00	Each	296.75	2,967.50
	<u>Subtotal - CARPARK IMPROVEMENTS</u>				<u>161,270.09</u>
	<u>PARK FURNITURE</u>				
53	ACCESSIBLE BBQ WITH PICNIC SHELTER	2.00	Each	40,392.75	80,785.50
	<u>Subtotal - PARK FURNITURE</u>				<u>80,785.50</u>
	Total for D2 - Sanctuary Point - Palm Beach				\$449,157.69
	D3 - St Georges Basin / Sanctuary Point - Basin Walk				\$1,965,000.00
	<u>PRELIMINARIES</u>				
54	ESTABLISHMENT / DE-ESTABLISHMENT	1.00	Item	7,309.92	7,309.92
55	PREPARE PROJECT PLAN	1.00	Item	716.53	716.53
56	PREPARE SAFETY PLANS (>\$100K)	1.00	Item	2,655.95	2,655.95
57	PREPARE, IMPLEMENT & MAINTAIN EROSION CONTROL & WATER MGMT PLAN (> \$100K)	1.00	Item	8,037.90	8,037.90
58	SEDIMENT CONTROL - SEDIMENT FENCE SD6-8 - 200 TO 500 METRES	2,000.00	m	24.42	48,840.00
59	SEDIMENT CONTROL - SANDBAG SEDIMENT FILTERS	50.00	Each	166.06	8,303.00
60	PREPARE, IMPLEMENT & MAINTAIN TRAFFIC MGMT PLAN (> \$100K)	1.00	Item	8,037.90	8,037.90
61	TRAFFIC CONTROL - MOBILE TRAFFIC LIGHTS	8.00	Week	913.23	7,305.84
62	TRAFFIC CONTROL CREW	30.00	Days	1,600.70	48,021.00
63	SURVEY PARTY DAYS SET OUT	10.00	Days	1,128.15	11,281.50
64	SURVEY PARTY WAE DETAIL SURVEY	5.00	Days	1,128.15	5,640.75
65	ENGINEERING CERTIFICATION	1.00	Item	7,610.23	7,610.23
66	RESTORATION	30.00	Days	2,779.50	83,385.00
	<u>Subtotal - PRELIMINARIES</u>				<u>247,145.52</u>
	<u>PATHS</u>				
67	GRAVEL PATH 1.2m WIDE PARKLAND [INCLUDES STANDARD EXCAVATION & BACKFILLING]	3,267.00	m	132.13	431,668.71
68	PROPOSED BOARDWALK SYSTEM	2,040.00	lin.m	351.23	716,509.20

SCHEDULE OF QUANTITIES AND COST

Estimate ID: MA03/19b

Item No.	Description	Quantity	Unit	Rate \$	Total \$
69	CONCRETE CYCLEWAY 2.5m WIDE 100mm THICK ON 35mm SAND BEDDING OVER COMPACTED SUBGRADE INCLUDING EXCAVATION, BACKFILLING RESTORATION OF NATURAL SURFACE. EXPANSION JOINTS @15m C/C CONTRACTION JOINTS @3.0m C/C	2,150.00	m	264.66	569,019.00
	<u>Subtotal - PATHS</u>				<u>1,717,196.91</u>
	Total for D3 - St Georges Basin / Sanctuary Point - Basin Walk				\$1,964,342.43
	D4 - Sanctuary Point - Bhewerre Wetland				\$1,015,000.00
	<u>PRELIMINARIES</u>				
70	ESTABLISHMENT / DE-ESTABLISHMENT	1.00	Item	7,309.92	7,309.92
71	PREPARE PROJECT PLAN	1.00	Item	716.53	716.53
72	PREPARE SAFETY PLANS (>\$100K)	1.00	Item	2,655.95	2,655.95
73	PREPARE, IMPLEMENT & MAINTAIN EROSION CONTROL & WATER MGMT PLAN (> \$100K)	1.00	Item	8,037.90	8,037.90
74	SEDIMENT CONTROL - SEDIMENT FENCE SD6-8 - 200 TO 500 METRES	200.00	m	24.42	4,884.00
75	SEDIMENT CONTROL - SANDBAG SEDIMENT FILTERS	10.00	Each	166.06	1,660.60
76	PREPARE, IMPLEMENT & MAINTAIN TRAFFIC MGMT PLAN (> \$100K)	1.00	Item	8,037.90	8,037.90
77	TRAFFIC CONTROL CREW	10.00	Days	1,600.70	16,007.00
78	SURVEY PARTY DAYS SET OUT	3.00	Days	1,128.15	3,384.45
79	SURVEY PARTY WAE DETAIL SURVEY	2.00	Days	1,128.15	2,256.30
80	ENGINEERING CERTIFICATION	1.00	Item	7,610.23	7,610.23
81	RESTORATION	10.00	Days	2,779.50	27,795.00
	<u>Subtotal - PRELIMINARIES</u>				<u>90,355.78</u>
	<u>PATHS</u>				
82	GRAVEL PATH 1.2m WIDE PARKLAND [INCLUDES STANDARD EXCAVATION & BACKFILLING]	1,371.00	m	132.13	181,150.23
83	PROPOSED BOARDWALK SYSTEM	660.00	lin.m	351.24	231,818.40
84	PROPOSED ACCESSIBLE BOARDWALK SYSTEM	373.00	lin.m	878.10	327,531.30
85	PROPOSED BRIDGES	20.00	lin.m	2,436.54	48,730.80
86	PROPOSED BRIDGES - INSTALL REUSED/STORED BRIDGE	2.00	Item	8,195.63	16,391.26
	<u>Subtotal - PATHS</u>				<u>805,621.99</u>

SCHEDULE OF QUANTITIES AND COST

Estimate ID: MA03/19b

Item No.	Description	Quantity	Unit	Rate \$	Total \$
	<u>CARPARK AND TURNING HEAD</u>				
87	CUT & EXPORT EXISTING ROAD PAVEMENT WITHIN 10KM - EXCAVATOR	227.50	cu.m	54.09	12,305.47
88	IMPORT, PLACE, COMPACT DGS40 SUBBASE, 200mm THICK	650.00	sq.m	21.37	13,890.50
89	IMPORT, PLACE, COMPACT DGB20 BASE COURSE, 100mm THICK	650.00	sq.m	13.20	8,580.00
90	ASPHALT 40mm AC10 SUPPLY & LAY < 900 M2	650.00	sq.m	33.44	21,736.00
91	LINEMARKING - CARPARKING SPACES THERMOPLASTIC 80mm WIDE INCLUDES TRAFFIC CONTROL	126.50	m	10.54	1,333.31
92	SIGNPOSTING - SUPPLY AND INSTALL STANDARD SIZE 'A' ROAD SIGN (600x600)	10.00	Each	296.75	2,967.50
93	BOLLARD - TREATED PINE AT 1.2m CENTRES	75.00	m	110.10	8,257.50
	<u>Subtotal - CARPARK AND TURNING HEAD</u>				<u>69,070.28</u>
	<u>ART, SIGNAGE AND FURNITURE</u>				
94	TRACK HEAD SIGN	4.00	Each	1,170.80	4,683.20
95	INTERPRETATION SIGN	8.00	Each	2,927.01	23,416.08
96	DIRECTIONAL SIGN	2.00	Each	585.40	1,170.80
97	SIGNPOSTING - SUPPLY AND INSTALL TOILET SIGN	1.00	Each	296.75	296.75
98	SEAT - 1800 LONG	6.00	Each	3,358.21	20,149.26
	<u>Subtotal - ART, SIGNAGE AND FURNITURE</u>				<u>49,716.09</u>
	Total for D4 - Sanctuary Point - Bhewerre Wetland				\$1,014,764.14
	D5 - Hyams Beach				\$1,335,000.00
	<u>PRELIMINARIES</u>				
99	ESTABLISHMENT / DE-ESTABLISHMENT	1.00	Item	7,309.92	7,309.92
100	PREPARE PROJECT PLAN	1.00	Item	716.53	716.53
101	PREPARE SAFETY PLANS (>\$100K)	1.00	Item	2,655.95	2,655.95
102	PREPARE, IMPLEMENT & MAINTAIN EROSION CONTROL & WATER MGMT PLAN (> \$100K)	1.00	Item	8,037.90	8,037.90
103	SEDIMENT CONTROL - SEDIMENT FENCE SD6-8 - 200 TO 500 METRES	800.00	m	24.42	19,536.00
104	SEDIMENT CONTROL - SANDBAG SEDIMENT FILTERS	20.00	Each	166.06	3,321.20
105	PREPARE, IMPLEMENT & MAINTAIN TRAFFIC MGMT PLAN (> \$100K)	1.00	Item	8,037.90	8,037.90

SCHEDULE OF QUANTITIES AND COST

Estimate ID: MA03/19b

Item No.	Description	Quantity	Unit	Rate \$	Total \$
106	TRAFFIC CONTROL CREW	15.00	Days	1,600.70	24,010.50
107	TRAFFIC CONTROL - MOBILE TRAFFIC LIGHTS	6.00	Week	913.23	5,479.38
108	SURVEY PARTY DAYS SET OUT	5.00	Days	1,128.15	5,640.75
109	SURVEY PARTY WAE DETAIL SURVEY	3.00	Days	1,128.15	3,384.45
110	ENGINEERING CERTIFICATION	1.00	Item	7,610.23	7,610.23
111	RESTORATION	30.00	Days	2,779.50	83,385.00
	<u>Subtotal - PRELIMINARIES</u>				<u>179,125.71</u>
	<u>PATHS</u>				
112	CONCRETE PATH 1.2m WIDE PARKLAND [INCLUDES STANDARD EXCAVATION & BACKFILLING]	165.00	m	166.07	27,401.55
113	CONCRETE PATH 1.5m WIDE PARKLAND [INCLUDES STANDARD EXCAVATION & BACKFILLING]	90.00	m	176.68	15,901.20
114	CONCRETE PATH 1.8m WIDE URBAN [INCLUDES STANDARD EXCAVATION & BACKFILLING]	365.00	m	242.17	88,392.05
115	PROPOSED FRP STAIRS AT END OF CARPARK	30.00	lin.m	2,436.54	73,096.20
	<u>Subtotal - PATHS</u>				<u>204,791.00</u>
	<u>AMENITIES BUILDING</u>				
116	SITE WORKS (INCL. PIERING)	1.00	Item	85,468.71	85,468.71
117	CONCRETE WORKS	1.00	Item	30,347.25	30,347.25
118	WALLS, WINDOWS & DOORS	1.00	Item	99,518.36	99,518.36
119	ROOF SYSTEM	42.48	M2	1,112.26	47,248.80
120	FLOOR & CELING FINISHES	42.48	M2	1,128.66	47,945.48
121	INTERNAL FITOUT	1.00	Item	46,832.17	46,832.17
122	HYDRAULIC SERVICES	1.00	Item	46,832.17	46,832.17
123	MECHANICAL & ELECTRICAL SERVICES	1.00	Item	23,416.09	23,416.09
	<u>Subtotal - AMENITIES BUILDING</u>				<u>427,609.03</u>
	<u>AMENITIES BUILDING EXTENSION</u>				
124	SITE WORKS (INCL. PIERING)	1.00	Item	21,367.18	21,367.18
125	CONCRETE WORKS	1.00	Item	7,586.81	7,586.81
126	WALLS, WINDOWS & DOORS	1.00	Item	24,879.59	24,879.59
127	ROOF SYSTEM	10.62	M2	1,112.26	11,812.20
128	FLOOR & CELING FINISHES	10.62	M2	1,128.66	11,986.37

SCHEDULE OF QUANTITIES AND COST

Estimate ID: MA03/19b

Item No.	Description	Quantity	Unit	Rate \$	Total \$
129	INTERNAL FITOUT	1.00	Item	11,708.04	11,708.04
130	HYDRAULIC SERVICES	1.00	Item	11,708.04	11,708.04
131	MECHANICAL & ELECTRICAL SERVICES	1.00	Item	5,854.02	5,854.02
132	PREVIOUS AWARDED GRANT FUNDING	1.00	Item	-	-100,000.00
	<u>Subtotal - AMENITIES BUILDING EXTENSION</u>				<u>6,902.25</u>
	<u>PARK FURNITURE</u>				
133	ACCESSIBLE BBQ WITH PICNIC SHELTER	3.00	Each	37,252.87	111,758.61
134	PLAYGROUND IMPROVEMENTS	1.00	Item	63,861.52	63,861.52
	<u>Subtotal - PARK FURNITURE</u>				<u>175,620.13</u>
	<u>CARPARKING & ROAD WORKS</u>				
135	CUT & EXPORT EXISTING ROAD PAVEMENT WITHIN 10KM - EXCAVATOR	707.00	cu.m	54.09	38,241.63
136	IMPORT, PLACE, COMPACT DGS40 SUBBASE, 200mm THICK	2,020.00	sq.m	21.37	43,167.40
137	IMPORT, PLACE, COMPACT DGB20 BASE COURSE, 100mm THICK	2,020.00	sq.m	13.20	26,664.00
138	ASPHALT 40mm AC10 SUPPLY & LAY < 900 M2	2,020.00	sq.m	33.44	67,548.80
139	LINEMARKING - CARPARKING SPACES THERMOPLASTIC 80mm WIDE INCLUDES TRAFFIC CONTROL	71.40	m	10.54	752.56
140	SIGNPOSTING - SUPPLY AND INSTALL STANDARD SIZE 'A' ROAD SIGN (600x600)	10.00	Each	296.75	2,967.50
141	PREPARE FOR K&G IN OTR, 150mm COVER	530.00	m	164.73	87,306.90
142	POUR K&G BY MACHINE - STANDARD PROFILE (RTA SA) - (USING CONTRACTOR)	530.00	m	95.32	50,519.60
143	ROAD RESTORATION IN CONJUNCTION WITH K&G 0.5m WIDE > 400m	530.00	m	43.37	22,986.10
	<u>Subtotal - CARPARKING & ROAD WORKS</u>				<u>340,154.49</u>
	Total for D5 - Hyams Beach				\$1,334,202.61
	D6 - Ulladulla - Warden and North Head Walking Trails				\$735,000.00
	D6-1 - NORTH HEAD WALKING TRAIL				\$305,000.00
	<u>PRELIMINARIES</u>				
144	ESTABLISHMENT / DE-ESTABLISHMENT	1.00	Item	7,309.92	7,309.92
145	PREPARE PROJECT PLAN	1.00	Item	716.53	716.53

SCHEDULE OF QUANTITIES AND COST

Estimate ID: MA03/19b

Item No.	Description	Quantity	Unit	Rate \$	Total \$
146	PREPARE SAFETY PLANS (>\$100K)	1.00	Item	2,655.95	2,655.95
147	PREPARE, IMPLEMENT & MAINTAIN EROSION CONTROL & WATER MGMT PLAN (> \$100K)	1.00	Item	8,037.90	8,037.90
148	PREPARE, IMPLEMENT & MAINTAIN TRAFFIC MGMT PLAN (> \$100K)	1.00	Item	8,037.90	8,037.90
149	SURVEY PARTY WAE DETAIL SURVEY	1.00	Days	1,128.15	1,128.15
	<u>Subtotal - PRELIMINARIES</u>				<u>27,886.35</u>
	<u>PATHS</u>				
150	ACCESSIBLE ASPHALTIC CONCRETE FOOTPATH - NEW	180.00	sq.m	318.13	57,263.40
151	ACCESSIBLE ASPHALTIC CONCRETE FOOTPATH - RESURFACE	1,071.00	sq.m	200.66	214,906.86
	<u>Subtotal - PATHS</u>				<u>272,170.26</u>
	<u>VIEWING AREAS</u>				
152	REPOSITION CARVED TIMBER RAILING	1.00	Item	1,170.80	1,170.80
	<u>Subtotal - VIEWING AREAS</u>				<u>1,170.80</u>
	<u>ART, SIGNAGE AND FURNITURE</u>				
153	SIGNPOSTING - SUPPLY AND INSTALL DISABLED PARKING	3.00	Each	296.75	890.25
	<u>Subtotal - ART, SIGNAGE AND FURNITURE</u>				<u>890.25</u>
	Subtotal - D6-1 - NORTH HEAD WALKING TRAIL				<u>302,117.66</u>
	D6-2 - WARDEN HEAD WALKING TRAIL				\$435,000.00
	<u>PRELIMINARIES</u>				
154	ESTABLISHMENT / DE-ESTABLISHMENT	1.00	Item	7,309.92	7,309.92
155	PREPARE PROJECT PLAN	1.00	Item	716.53	716.53
156	PREPARE SAFETY PLANS (>\$100K)	1.00	Item	2,655.95	2,655.95
157	PREPARE, IMPLEMENT & MAINTAIN EROSION CONTROL & WATER MGMT PLAN (> \$100K)	1.00	Item	8,037.90	8,037.90
158	SEDIMENT CONTROL - SEDIMENT FENCE SD6-8 - 200 TO 500 METRES	200.00	m	24.42	4,884.00
159	SEDIMENT CONTROL - SANDBAG SEDIMENT FILTERS	20.00	Each	166.06	3,321.20
160	PREPARE, IMPLEMENT & MAINTAIN TRAFFIC MGMT PLAN (> \$100K)	1.00	Item	8,037.90	8,037.90
161	SURVEY PARTY WAE DETAIL SURVEY	1.00	Days	1,128.15	1,128.15

SCHEDULE OF QUANTITIES AND COST

Estimate ID: MA03/19b

Item No.	Description	Quantity	Unit	Rate \$	Total \$
162	RESTORATION	10.00	Days	2,779.50	27,795.00
	<u>Subtotal - PRELIMINARIES</u>				<u>63,886.55</u>
	<u>PATHS</u>				
163	GRAVEL PATH 1.2m WIDE - REURFACE EXISTING FORMATION AND INSTALL EDGE BOARDS	725.00	m	127.51	92,444.75
164	PROPOSED BOARDWALK SYSTEM	740.00	lin.m	351.24	259,917.60
165	VIEWING AREA - HANDRAIL REPLACEMENT	2.00	Item	6,439.42	12,878.84
	<u>Subtotal - PATHS</u>				<u>365,241.19</u>
	<u>ART, SIGNAGE AND FURNITURE</u>				
166	SIGNPOSTING - SUPPLY AND INSTALL	8.00	Each	296.75	2,374.00
	<u>Subtotal - ART, SIGNAGE AND FURNITURE</u>				<u>2,374.00</u>
	Subtotal - D6-2 - WARDEN HEAD WALKING TRAIL				431,501.74
	Total for D6 - Ulladulla - Warden and North Head Walking Trails				\$733,619.40
	D7 - Murramarang Coastal Walk Extension				\$265,000.00
	<u>OVERALL PRELIMINARIES</u>				
167	ESTABLISHMENT / DE-ESTABLISHMENT	1.00	Item	7,309.92	7,309.92
168	PREPARE PROJECT PLAN	1.00	Item	716.53	716.53
169	PREPARE SAFETY PLANS (>\$100K)	1.00	Item	2,655.95	2,655.95
170	PREPARE, IMPLEMENT & MAINTAIN EROSION CONTROL & WATER MGMT PLAN (> \$100K)	1.00	Item	8,037.90	8,037.90
171	PREPARE, IMPLEMENT & MAINTAIN TRAFFIC MGMT PLAN (> \$100K)	1.00	Item	8,037.90	8,037.90
172	SURVEY PARTY WAE DETAIL SURVEY	1.00	Days	1,128.15	1,128.15
173	RESTORATION	1.00	Days	2,779.50	2,779.50
	<u>Subtotal - PRELIMINARIES</u>				<u>30,665.85</u>
	D7-1 - NARRAWALLEE TO MOLLYMOOK				\$4,500.00
	<u>ART, SIGNAGE AND FURNITURE</u>				
174	LOGO PLAQUE	25.00	Each	40.98	1,024.50
175	DIRECTIONAL BOLLARDS	17.00	Each	175.62	2,985.54
	<u>Subtotal - ART, SIGNAGE AND FURNITURE</u>				<u>4,010.04</u>
	Subtotal - D7-1 - NARRAWALLEE TO MOLLYMOOK				4,010.04

SCHEDULE OF QUANTITIES AND COST

Estimate ID: MA03/19b

Item No.	Description	Quantity	Unit	Rate \$	Total \$
D7-2 - MOLLYMOOK BEACH TO ULLADULLA					\$3,000.00
<u>ART, SIGNAGE AND FURNITURE</u>					
176	LOGO PLAQUE	15.00	Each	40.98	614.70
177	DIRECTIONAL BOLLARDS	11.00	Each	175.62	1,931.82
<u>Subtotal - ART, SIGNAGE AND FURNITURE</u>					<u>2,546.52</u>
Subtotal - D7-2 - MOLLYMOOK BEACH TO ULLADULLA					2,546.52
D7-3 - ULLADULLA TO DOLPHIN POINT					\$85,000.00
<u>PATHS</u>					
178	TRACK UPGRADE - FRP	60.00	lin.m	351.24	21,074.40
179	GRAVEL PATH 1.2m WIDE PARKLAND [INCLUDES STANDARD EXCAVATION & BACKFILLING]	165.00	m	132.13	21,801.45
180	BEACH ACCESS UPGRADE - FRP	20.00	lin.m	1,756.21	35,124.20
<u>Subtotal - PATHS</u>					<u>78,000.05</u>
<u>ART, SIGNAGE AND FURNITURE</u>					
181	LOGO PLAQUE	40.00	Each	40.98	1,639.20
182	DIRECTIONAL BOLLARDS	30.00	Each	175.62	5,268.60
<u>Subtotal - ART, SIGNAGE AND FURNITURE</u>					<u>6,907.80</u>
Subtotal - D7-3 - ULLADULLA TO DOLPHIN POINT					84,907.85
D7-4 - DOLPHIN POINT TO LAKE TABOURIE					\$13,000.00
<u>PATHS</u>					
183	BEACH ACCESS UPGRADE - FRP	30.00	lin.m	351.24	10,537.20
<u>Subtotal - PATHS</u>					<u>10,537.20</u>
<u>ART, SIGNAGE AND FURNITURE</u>					
184	LOGO PLAQUE	14.00	Each	40.98	573.72
185	DIRECTIONAL BOLLARDS	8.00	Each	175.62	1,404.96
<u>Subtotal - ART, SIGNAGE AND FURNITURE</u>					<u>1,978.68</u>
Subtotal - D7-4 - DOLPHIN POINT TO LAKE TABOURIE					12,515.88

SCHEDULE OF QUANTITIES AND COST

Estimate ID: MA03/19b

Item No.	Description	Quantity	Unit	Rate \$	Total \$
D7-5 - BAWLEY POINT					\$85,000.00
<u>PATHS</u>					
186	GRAVEL PATH 1.2m WIDE PARKLAND [INCLUDES STANDARD EXCAVATION & BACKFILLING]	250.00	m	132.13	33,032.50
187	BEACH ACCESS UPGRADE - FRP	20.00	lin.m	1,756.21	35,124.20
188	BEACH ACCESS UPGRADE - TIMBER	30.00	lin.m	390.27	11,708.10
<u>Subtotal - PATHS</u>					<u>79,864.80</u>
<u>ART, SIGNAGE AND FURNITURE</u>					
189	LOGO PLAQUE	21.00	Each	40.98	860.58
190	DIRECTIONAL BOLLARDS	17.00	Each	175.62	2,985.54
<u>Subtotal - ART, SIGNAGE AND FURNITURE</u>					<u>3,846.12</u>
Subtotal - D7-5 - BAWLEY POINT					83,710.92
D7-6 - BAWLEY POINT TO KIOLOA					\$46,000.00
<u>PATHS</u>					
191	BEACH ACCESS UPGRADE - FRP	25.00	lin.m	1,756.21	43,905.25
<u>Subtotal - PATHS</u>					<u>43,905.25</u>
<u>ART, SIGNAGE AND FURNITURE</u>					
192	LOGO PLAQUE	8.00	Each	40.98	327.84
193	DIRECTIONAL BOLLARDS	9.00	Each	175.62	1,580.58
<u>Subtotal - ART, SIGNAGE AND FURNITURE</u>					<u>1,908.42</u>
Subtotal - D7-6 - BAWLEY POINT TO KIOLOA					45,813.67
Total for D7 - Murramarang Coastal Walk Extension					\$264,170.73
Total Price					\$6,879,914.10

**Regional Growth
Environment & Tourism Fund**

Shoalhaven Sustainable Tourism Infrastructure Package

Appendix D – Media Monitor Report - 6 / 7 January 2019



Shoalhaven
City Council



Online

[LOVED TO DEATH: Tourists turned away from one of Australia's top beaches](#)

KarryOn - 7 Jan 2019

When the pristine Hyams Beach in Jervis Bay south of Sydney scored itself a spot in the Guinness Book of Records for having the whitest... pushing for more marketing of other very similar beaches in the area. **Destination NSW** is also encouraging tourists to check out "one of the

[When fame brings consequences: The Hyams Beach example](#)

Beagleweekly. - 6 Jan 2019

When fame brings consequences: The Hyams Beach example January 6, 2019 One of the unexpected side effects of social media is that if you... seeking out a coastal holiday away from the "ratrace". The **Destination NSW** campaign for the South Coast has seen a marked spike of Sydney

[Tourists turned away from popular Aussie spot Hyams Beach](#)

The Daily Telegraph (Licensed by Copyright Agency) - 6 Jan 2019

Tourists have been turned away from one of Australia's most beautiful beaches amid traffic "gridlock" caused by... be similarly blessed with powdery, white sand and crystal clear waters. **Destination NSW** has also jumped on the bandwagon and is now urging

[Tourists turned away from popular Aussie spot Hyams Beach](#)

The Courier-Mail (Licensed by Copyright Agency) - 6 Jan 2019

Tourists have been turned away from one of Australia's most beautiful beaches amid traffic "gridlock" caused by... be similarly blessed with powdery, white sand and crystal clear waters. **Destination NSW** has also jumped on the bandwagon and is now urging

[Tourists turned away from popular Aussie spot Hyams Beach](#)

Townsville Bulletin (Licensed by Copyright Agency) - 6 Jan 2019

Tourists have been turned away from one of Australia's most beautiful beaches amid traffic "gridlock" caused by... traffic woes date back about five years, when a wildly successful **Destination NSW** campaign promoted the beach's "squeaky" white sand to the

[Tourists turned away from Aussie beach](#)

The Advertiser (Licensed by Copyright Agency) - 6 Jan 2019

Tourists have been turned away from one of Australia's most beautiful beaches amid traffic "gridlock" caused by... be similarly blessed with powdery, white sand and crystal clear waters. **Destination NSW** has also jumped on the bandwagon and is now urging

[Tourists turned away from popular Aussie spot Hyams Beach](#)

Cairns Post (Licensed by Copyright Agency) - 6 Jan 2019

Tourists have been turned away from one of Australia's most beautiful beaches amid traffic "gridlock" caused by... be similarly blessed with powdery, white sand and crystal clear waters. **Destination NSW** has also jumped on the bandwagon and is now urging

Tourists turned away from popular Aussie spot Hyams Beach

Gold Coast Bulletin (Licensed by Copyright Agency) - 6 Jan 2019

Tourists have been turned away from one of Australia's most beautiful beaches amid traffic "gridlock" caused by...
traffic woes date back about five years, when a wildly successful **Destination NSW** campaign promoted the beach's "squeaky" white sand to the

Tourists turned away from Aussie beach

Geelong Advertiser (Licensed by Copyright Agency) - 6 Jan 2019

Tourists have been turned away from one of Australia's most beautiful beaches amid traffic "gridlock" caused by...
traffic woes date back about five years, when a wildly successful **Destination NSW** campaign promoted the beach's "squeaky" white sand to the

Tourists turned away from popular Aussie spot Hyams Beach

Herald Sun (Licensed by Copyright Agency) - 6 Jan 2019

Tourists have been turned away from one of Australia's most beautiful beaches amid traffic "gridlock" caused by...
traffic woes date back about five years, when a wildly successful **Destination NSW** campaign promoted the beach's "squeaky" white sand to the

Tourists turned away from Aussie beach

Ntnews.com.au (Licensed by Copyright Agency) - 6 Jan 2019

Tourists have been turned away from one of Australia's most beautiful beaches amid traffic "gridlock" caused by...
be similarly blessed with powdery, white sand and crystal clear waters. **Destination NSW** has also jumped on the bandwagon and is now urging

Tourists turned away from popular Aussie spot Hyams Beach

Weekly Times Now (Licensed by Copyright Agency) - 6 Jan 2019

Tourists have been turned away from one of Australia's most beautiful beaches amid traffic "gridlock" caused by...
traffic woes date back about five years, when a wildly successful **Destination NSW** campaign promoted the beach's "squeaky" white sand to the

Tourists turned away from popular Aussie spot Hyams Beach

News.com.au (Licensed by Copyright Agency) - 6 Jan 2019

Thousands of drivers are being turned away from one of Australia's most beautiful beaches as the hotspot explodes...
be similarly blessed with powdery, white sand and crystal clear waters. **Destination NSW** has also jumped on the bandwagon and is now urging

'We're full': thousands turned away from iconic NSW tourist spot

The Age (Licensed by Copyright Agency) - 5 Jan 2019

Hordes of tourists haven't been able to get anywhere near the beach that's become a "social media phenomenon".
traffic woes date back about five years, when a wildly successful **Destination NSW** campaign promoted the beach's "squeaky" white sand to the

Shoalhaven Council employs traffic controllers to turn tourists away from 'at capacity' Hyams Beach

Bega District News (Licensed by Copyright Agency) - 6 Jan 2019

Billed as having the world's whitest sand, Hyams Beach has become a bucket list destination for Sydney day-trippers...
traffic woes date back about five years, when a wildly successful **Destination NSW** campaign promoted the beach's "squeaky" white sand to the

'We're full': thousands turned away from iconic South Coast tourist spot

Bay Post (Licensed by Copyright Agency) - 6 Jan 2019

Traffic controllers turn tourists away from 'at capacity' beach.
promoted, an approach which appears to have already been adopted by **Destination NSW**. Its official website urges people to visit "one of the

Shoalhaven Council employs traffic controllers to turn tourists away from 'at capacity' Hyams Beach

Illawarra Mercury (Licensed by Copyright Agency) - 6 Jan 2019

Hyams Beach has been promoted as having some of the world's whitest sand, but has become a victim of its own...
Hyams Beach has exploded in popularity following a **Destination NSW** campaign. Source: **Destination NSW** Billed as having the world's whitest

[Shoalhaven Council employs traffic controllers to turn tourists away from 'at capacity' Hyams Beach](#)

South Coast Register (Licensed by Copyright Agency) - 6 Jan 2019

Billed as having the world's whitest sand, Hyams Beach has become a bucket list destination for Sydney day-trippers...

traffic woes date back about five years, when a wildly successful **Destination NSW** campaign promoted the beach's "squeaky" white sand to the

[Shoalhaven Council employs traffic controllers to turn tourists away from 'at capacity' Hyams Beach](#)

Bombala Times (Licensed by Copyright Agency) - 6 Jan 2019

Billed as having the world's whitest sand, Hyams Beach has become a bucket list destination for Sydney day-trippers...

traffic woes date back about five years, when a wildly successful **Destination NSW** campaign promoted the beach's "squeaky" white sand to the

[Shoalhaven Council employs traffic controllers to turn tourists away from 'at capacity' Hyams Beach](#)

Narooma News (Licensed by Copyright Agency) - 6 Jan 2019

Billed as having the world's whitest sand, Hyams Beach has become a bucket list destination for Sydney day-trippers...

traffic woes date back about five years, when a wildly successful **Destination NSW** campaign promoted the beach's "squeaky" white sand to the

[Shoalhaven Council employs traffic controllers to turn tourists away from 'at capacity' Hyams Beach](#)

Merimbula News - 6 Jan 2019

Local News facebookSHARE twitterTWEET email whatsapp 'We're full': thousands turned away from iconic South Coast tourist spot Hyams...

Hyams Beach has exploded in popularity following a **Destination NSW** campaign. Source: **Destination NSW** Tweet Facebook of Billed as having

[Shoalhaven Council employs traffic controllers to turn tourists away from 'at capacity' Hyams Beach](#)

Magnet (Licensed by Copyright Agency) - 6 Jan 2019

Billed as having the world's whitest sand, Hyams Beach has become a bucket list destination for Sydney day-trippers...

traffic woes date back about five years, when a wildly successful **Destination NSW** campaign promoted the beach's "squeaky" white sand to the

['We're full': thousands turned away from NSW South Coast tourist spot](#)

Redland City Bulletin - 6 Jan 2019

Traffic controllers turn tourists away from 'at capacity' beach.

promoted, an approach which appears to have already been adopted by **Destination NSW**. Its official website urges people to visit "one of the

[Shoalhaven Council employs traffic controllers to turn tourists away from 'at capacity' Hyams Beach](#)

Beaunes Times (Licensed by Copyright Agency) - 6 Jan 2019

'We're full': thousands turned away from NSW South Coast tourist spot Billed as having the world's whitest sand,...

traffic woes date back about five years, when a wildly successful **Destination NSW** campaign promoted the beach's "squeaky" white sand to the

[Shoalhaven Council employs traffic controllers to turn tourists away from 'at capacity' Hyams Beach](#)

Jimboomba Times (Licensed by Copyright Agency) - 6 Jan 2019

'We're full': thousands turned away from NSW South Coast tourist spot Billed as having the world's whitest sand,...

traffic woes date back about five years, when a wildly successful **Destination NSW** campaign promoted the beach's "squeaky" white sand to the

[Shoalhaven Council employs traffic controllers to turn tourists away from 'at capacity' Hyams Beach](#)

The North West Star (Licensed by Copyright Agency) - 6 Jan 2019

Billed as having the world's whitest sand, Hyams Beach has become a bucket list destination for Sydney day-trippers...

promoted, an approach which appears to have already been adopted by **Destination NSW**. Its official website urges people to visit "one of the

[Shoalhaven Council employs traffic controllers to turn tourists away from 'at capacity' Hyams Beach](#)

Boorowa News (Licensed by Copyright Agency) - 6 Jan 2019

'We're full': thousands turned away from NSW South Coast tourist spot

traffic woes date back about five years, when a wildly successful **Destination NSW** campaign promoted the beach's "squeaky" white sand to the

Shoalhaven Council employs traffic controllers to turn tourists away from 'at capacity' Hyams Beach

Canowindra News (Licensed by Copyright Agency) - 6 Jan 2019

News

promoted, an approach which appears to have already been adopted by **Destination NSW**. Its official website urges people to visit "one of the

Shoalhaven Council employs traffic controllers to turn tourists away from 'at capacity' Hyams Beach

Glen Innes Examiner (Licensed by Copyright Agency) - 6 Jan 2019

Billed as having the world's whitest sand, Hyams Beach has become a bucket list destination for Sydney day-trippers...

promoted, an approach which appears to have already been adopted by **Destination NSW**. Its official website urges people to visit "one of the

Shoalhaven Council employs traffic controllers to turn tourists away from 'at capacity' Hyams Beach

The Macleay Argus (Licensed by Copyright Agency) - 6 Jan 2019

Billed as having the world's whitest sand, Hyams Beach has become a bucket list destination for Sydney day-trippers...

promoted, an approach which appears to have already been adopted by **Destination NSW**. Its official website urges people to visit "one of the

Shoalhaven Council employs traffic controllers to turn tourists away from 'at capacity' Hyams Beach

Border Chronicle (Licensed by Copyright Agency) - 6 Jan 2019

Billed as having the world's whitest sand, Hyams Beach has become a bucket list destination for Sydney day-trippers...

promoted, an approach which appears to have already been adopted by **Destination NSW**. Its official website urges people to visit "one of the

Shoalhaven Council employs traffic controllers to turn tourists away from 'at capacity' Hyams Beach

The Advocate (Licensed by Copyright Agency) - 6 Jan 2019

Billed as having the world's whitest sand, Hyams Beach has become a bucket list destination for Sydney day-trippers...

traffic woes date back about five years, when a wildly successful **Destination NSW** campaign promoted the beach's "squeaky" white sand to the

Shoalhaven Council employs traffic controllers to turn tourists away from 'at capacity' Hyams Beach

Daily Liberal (Licensed by Copyright Agency) - 6 Jan 2019

Billed as having the world's whitest sand, Hyams Beach has become a bucket list destination for Sydney day-trippers...

traffic woes date back about five years, when a wildly successful **Destination NSW** campaign promoted the beach's "squeaky" white sand to the

Shoalhaven Council employs traffic controllers to turn tourists away from 'at capacity' Hyams Beach

Moree Champion (Licensed by Copyright Agency) - 6 Jan 2019

Billed as having the world's whitest sand, Hyams Beach has become a bucket list destination for Sydney day-trippers...

promoted, an approach which appears to have already been adopted by **Destination NSW**. Its official website urges people to visit "one of the

Shoalhaven Council employs traffic controllers to turn tourists away from 'at capacity' Hyams Beach

Parkes Champion-Post (Licensed by Copyright Agency) - 6 Jan 2019

Billed as having the world's whitest sand, Hyams Beach has become a bucket list destination for Sydney day-trippers...

traffic woes date back about five years, when a wildly successful **Destination NSW** campaign promoted the beach's "squeaky" white sand to the

Print

[Illawarra Mercury, The] Hyams Beach 'at capacity'

Illawarra Mercury, The - 7 Jan 2019

Hyams Beach 'at capacity' PICTURESQUE: Hyams Beach has been promoted as having some of the world's whitest sand,...

woes date back about five years, when a wildly successful **Destination NSW** campaign promoted the beach's CROWDED: A picture from December 2017

[Sun-Herald, The] Thousands blocked from iconic beach

Sun-Herald, The - 6 Jan 2019

Thousands blocked from iconic beach Carrie Fellner Billed as having the worlds whitest sand, Hyams Beach has become... promoted, an approach which appears to have already been adopted by ***Destination NSW***. Its official website urges people to visit one of the

**Regional Growth
Environment & Tourism Fund**

Shoalhaven Sustainable Tourism Infrastructure Package

Appendix E – Project Implementation Gantt Chart



Shoalhaven
City Council

ID	Task Name	Duration	Start	2019												2020												2021												
				Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan												
1	<i>D0 - SHOALHAVEN TOURISM GRANT - DELIVERY PROGRAM</i>	<i>548 days</i>	<i>Mon 04/02/19</i>	<div></div>	<div></div>																																			
2	GRANT APPLICATION	76 days	Mon 04/02/19		<div></div>																																			
3	<i>D1 - Vincentia - Plantation Point Inclusive Beach Access</i>	<i>160 days</i>	<i>Tue 07/05/19</i>												<div></div>																									
4	<u>PRELIMINARIES</u>	<u>85 days</u>	<u>Tue 07/05/19</u>												<div></div>																									
10	<u>SHARED USER PATH</u>	<u>7 days</u>	<u>Mon 19/08/19</u>												<div></div>																									
12	<u>CARPARK IMPROVEMENTS</u>	<u>57 days</u>	<u>Mon 19/08/19</u>												<div></div>																									
19	<u>AMENITIES BUILDING</u>	<u>47 days</u>	<u>Mon 19/08/19</u>												<div></div>																									
29	<u>PROJECT HANDOVER</u>	<u>20 days</u>	<u>Fri 25/10/19</u>																																					
34	<i>D2 - Sanctuary Point - Palm Beach</i>	<i>169 days</i>	<i>Thu 27/06/19</i>							<div></div>																														
35	<u>PRELIMINARIES</u>	<u>86 days</u>	<u>Thu 27/06/19</u>							<div></div>																														
41	<u>PATHS</u>	<u>14 days</u>	<u>Thu 10/10/19</u>												<div></div>																									
44	<u>CARPARK IMPROVEMENTS</u>	<u>44 days</u>	<u>Thu 10/10/19</u>												<div></div>																									
51	<u>PARK FURNITURE</u>	<u>20 days</u>	<u>Thu 28/11/19</u>																																					
53	<u>PROJECT HANDOVER</u>	<u>23 days</u>	<u>Tue 24/12/19</u>																																					
58	<i>D3 - St Georges Basin / Sanctuary Point - Basin Walk</i>	<i>223 days</i>	<i>Mon 19/08/19</i>												<div></div>																									
59	<u>PRELIMINARIES</u>	<u>92 days</u>	<u>Mon 19/08/19</u>												<div></div>																									
65	<u>PATHS</u>	<u>91 days</u>	<u>Mon 09/12/19</u>																																					
69	<u>PROJECT HANDOVER</u>	<u>40 days</u>	<u>Mon 30/03/20</u>																																					
74	<i>D4 - Sanctuary Point - Bhewerre Wetland</i>	<i>225 days</i>	<i>Tue 08/10/19</i>												<div></div>																									
75	<u>PRELIMINARIES</u>	<u>108 days</u>	<u>Tue 08/10/19</u>												<div></div>																									
81	<u>PATHS</u>	<u>77 days</u>	<u>Tue 18/02/20</u>																																					
87	<u>CARPARK AND TURNING HEAD</u>	<u>40 days</u>	<u>Tue 18/02/20</u>																																					
95	<u>ART, SIGNAGE AND FURNITURE</u>	<u>10 days</u>	<u>Thu 21/05/20</u>																	<div></div>																				
101	<u>PROJECT HANDOVER</u>	<u>30 days</u>	<u>Wed 03/06/20</u>																																					
106	<i>D5 - Hyams Beach</i>	<i>285 days</i>	<i>Thu 28/11/19</i>												<div></div>																									
107	<u>PRELIMINARIES</u>	<u>150 days</u>	<u>Thu 28/11/19</u>												<div></div>																									
113	<u>PATHS</u>	<u>105 days</u>	<u>Fri 29/05/20</u>																	<div></div>																				
118	<u>AMENITIES BUILDING</u>	<u>38 days</u>	<u>Fri 29/05/20</u>																	<div></div>																				
127	<u>AMENITIES BUILDING EXTENSION</u>	<u>38 days</u>	<u>Thu 16/07/20</u>																																					
137	<u>PARK FURNITURE</u>	<u>30 days</u>	<u>Tue 06/10/20</u>																																					
140	<u>CARPARKING & ROAD WORKS</u>	<u>115 days</u>	<u>Fri 29/05/20</u>																	<div></div>																				

Project: Shoalhaven Tourism Gran
Date: Fri 01/02/19

Task

Split

Milestone

Summary

Project Summary

Inactive Task

.....

◆

┌───┐

┌───┐

Inactive Milestone

Inactive Summary

Manual Task

Duration-only

Manual Summary Rollup

Manual Summary

◆

┌───┐

┌───┐

┌───┐

┌───┐

┌───┐

Start-only

Finish-only

External Tasks

External Milestone

Deadline

Critical

┌

└

◆

↓

Critical Split

Progress

Manual Progress

.....

Page 1

ID	Task Name	Duration	Start	2019												2020												2021
				Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
149	PROJECT HANDOVER	20 days	Mon 19/10/20																									
154	<i>D6 - Ulladulla - Warden and North Head Walking Trails</i>	<i>189 days</i>	<i>Fri 21/02/20</i>																									
155	D6-1 - NORTH HEAD WALKING TRAIL	124 days	Fri 21/02/20																									
156	PRELIMINARIES	73 days	Fri 21/02/20																									
162	PATHS	28 days	Thu 21/05/20																									
165	VIEWING AREAS	7 days	Thu 25/06/20																									
167	ART, SIGNAGE AND FURNITURE	3 days	Thu 25/06/20																									
169	PROJECT HANDOVER	20 days	Mon 29/06/20																									
174	D6-2 - WARDEN HEAD WALKING TRAIL	168 days	Thu 19/03/20																									
175	PRELIMINARIES	73 days	Thu 19/03/20																									
181	PATHS	70 days	Wed 17/06/20																									
185	ART, SIGNAGE AND FURNITURE	5 days	Thu 10/09/20																									
187	PROJECT HANDOVER	20 days	Wed 16/09/20																									
192	<i>D7 - Murramarang Coastal Walk Extension</i>	<i>192 days</i>	<i>Tue 14/04/20</i>																									
193	OVERALL PRELIMINARIES	161 days	Tue 14/04/20																									
199	D7-1 - NARRAWALLEE TO MOLLYMOOK	3 days	Wed 28/10/20																									
200	ART, SIGNAGE AND FURNITURE	3 days	Wed 28/10/20																									
203	D7-2 - MOLLYMOOK BEACH TO ULLADULLA	2 days	Mon 02/11/20																									
204	ART, SIGNAGE AND FURNITURE	2 days	Mon 02/11/20																									
207	D7-3 - ULLADULLA TO DOLPHIN POINT	9 days	Wed 28/10/20																									
208	PATHS	7 days	Wed 28/10/20																									
212	ART, SIGNAGE AND FURNITURE	4 days	Tue 03/11/20																									
215	D7-4 - DOLPHIN POINT TO LAKE TABOURIE	8 days	Wed 04/11/20																									
216	PATHS	5 days	Wed 04/11/20																									
218	ART, SIGNAGE AND FURNITURE	3 days	Wed 11/11/20																									
221	D7-5 - BAWLEY POINT	27 days	Mon 02/11/20																									
222	PATHS	27 days	Mon 02/11/20																									
226	ART, SIGNAGE AND FURNITURE	7 days	Fri 13/11/20																									
229	D7-6 - BAWLEY POINT TO KIOLOA	13 days	Wed 11/11/20																									
230	PATHS	5 days	Wed 11/11/20																									
232	ART, SIGNAGE AND FURNITURE	3 days	Mon 23/11/20																									

Project: Shoalhaven Tourism Gran
Date: Fri 01/02/19

Task

Split

Milestone

Summary

Project Summary

Inactive Task

Inactive Milestone

Inactive Summary

Manual Task

Duration-only

Manual Summary Rollup

Manual Summary

Start-only

Finish-only

External Tasks

External Milestone

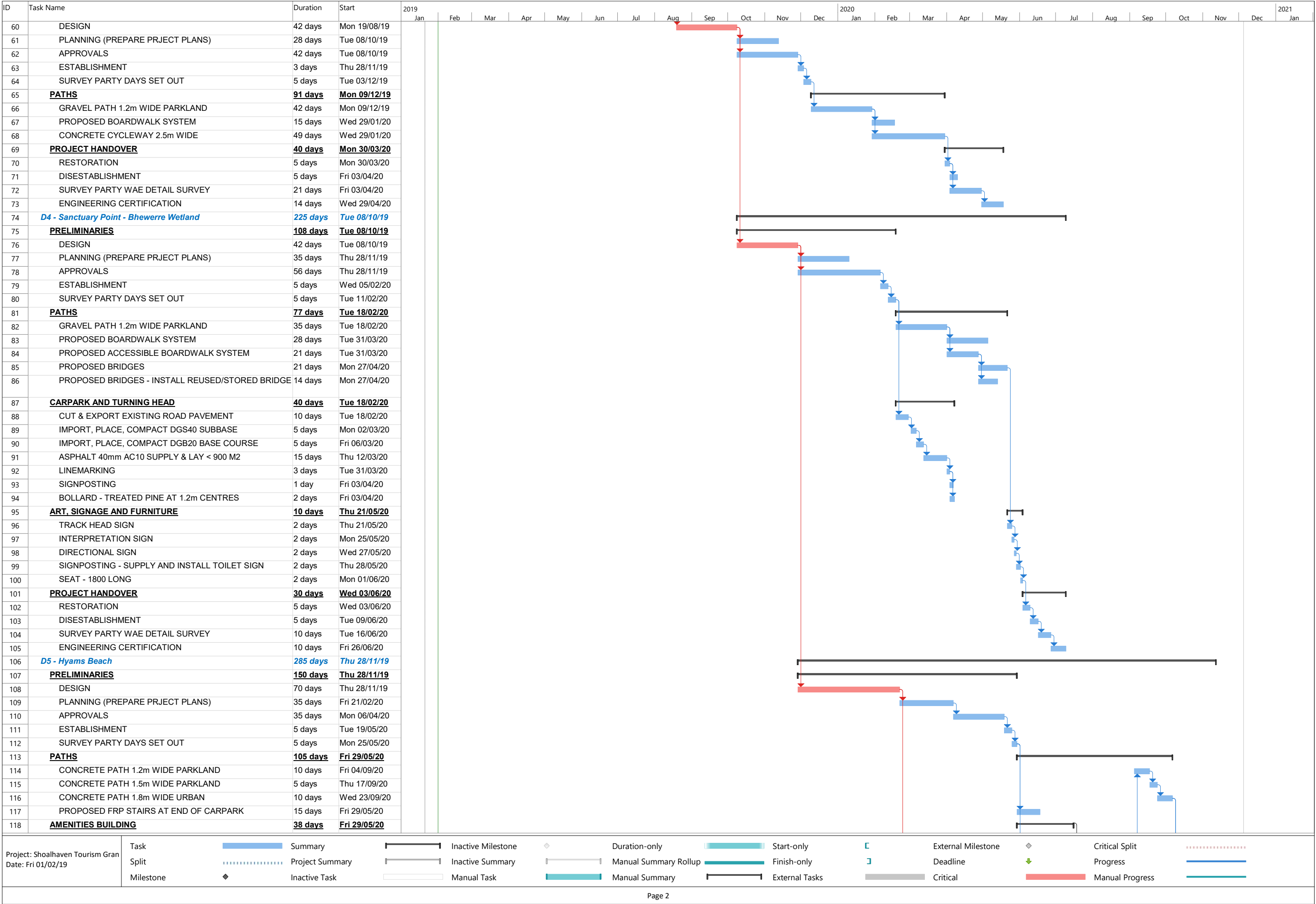
Deadline

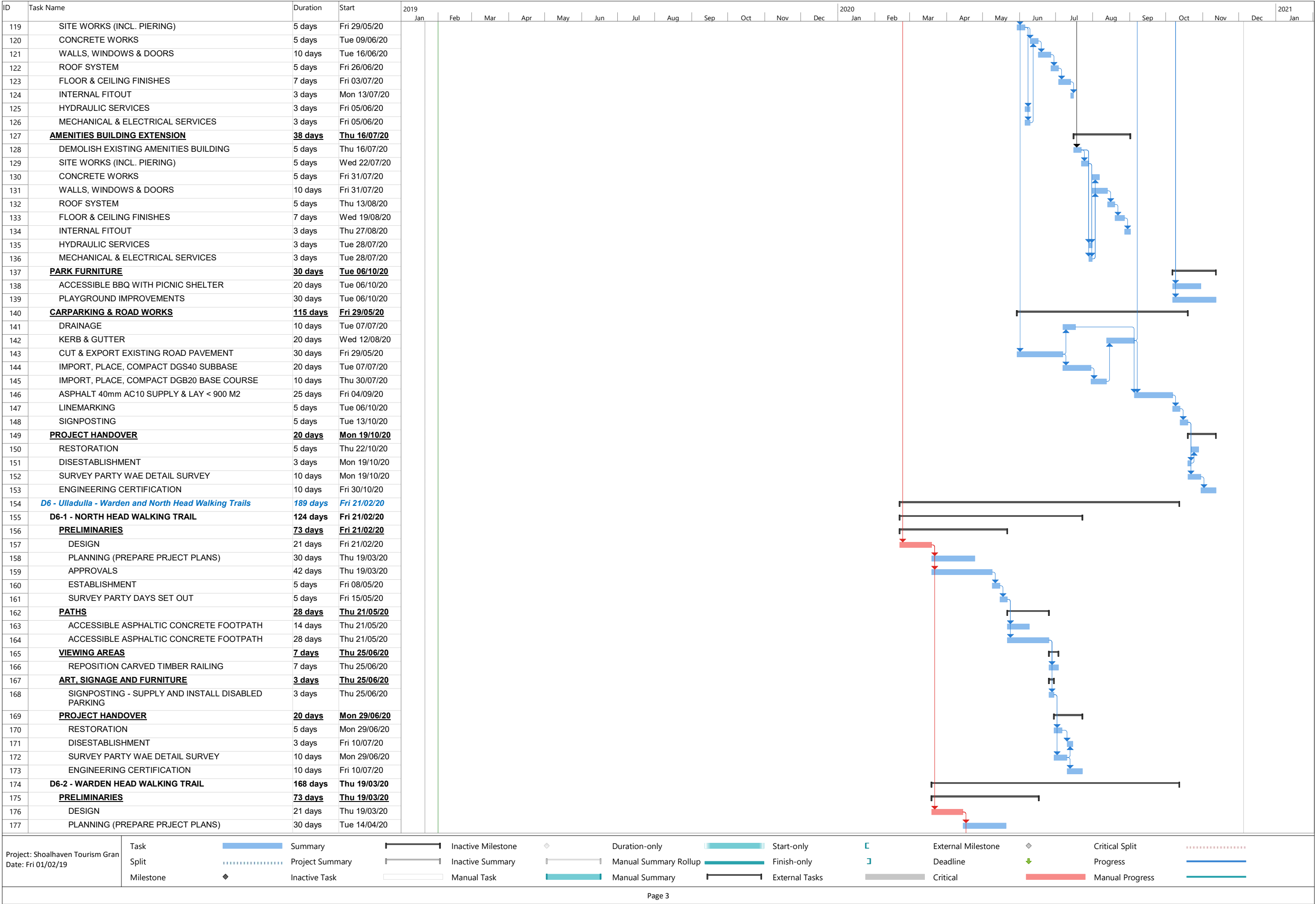
Critical

Critical Split

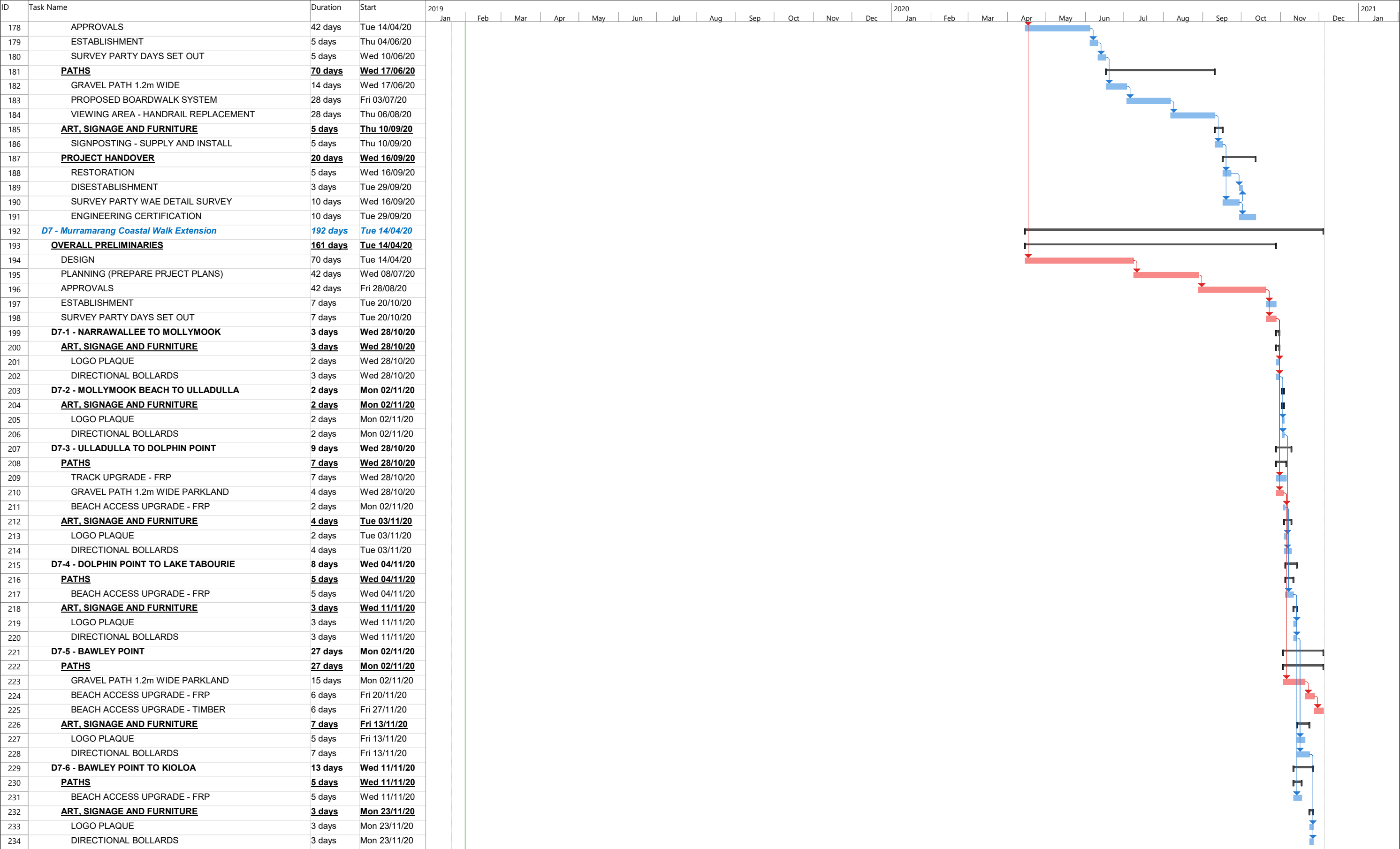
Progress

Manual Progress





Page 3



Project: Shoalhaven Tourism Gran
Date: Fri 01/02/19

Task

Split

Milestone

.....

◆

Summary

Project Summary

Inactive Task

Inactive Milestone

Inactive Summary

Manual Task

◆

Duration-only

Manual Summary Rollup

Manual Summary

Start-only

Finish-only

External Tasks

External Milestone

Deadline

Critical

◆

↓

Critical Split

Progress

Manual Progress

.....

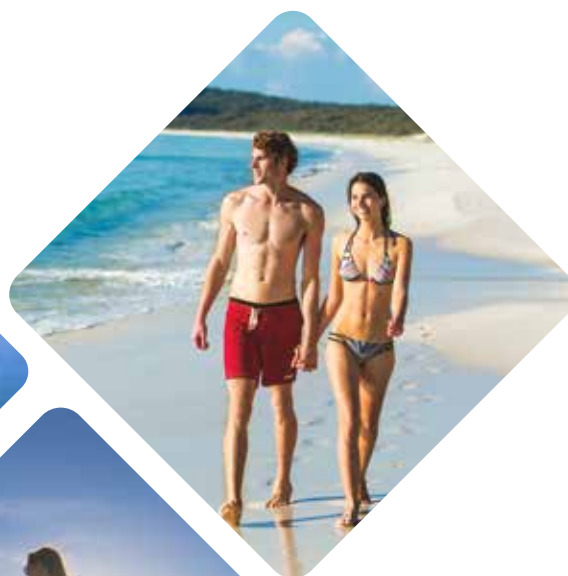
Page 4

**Regional Growth
Environment & Tourism Fund**

**Shoalhaven Sustainable Tourism
Infrastructure Package**

Appendix F – Project Funding Commitment

Council meeting resolution of 29 January 2019



Shoalhaven
City Council

**SHOALHAVEN CITY COUNCIL RECORD OF COUNCIL RESOLUTION FROM MEETING -
29 JANUARY 2019**

CL19.15	Regional Growth Environment and Tourism Fund - Shoalhaven Sustainable Tourism Infrastructure Package	HPERM Ref: D19/19610
----------------	---	---------------------------------

RESOLVED (Clr Proudfoot / Clr Pakes)

MIN19.34

That Council:

1. Note the Expression of Interest submitted for the *Shoalhaven Sustainable Tourism Infrastructure Package* under the State Government's Regional Growth Environment and Tourism Fund Round 2 for information.
2. Endorse the action taken by staff in preparing a Detailed Application for submission by 1 February 2019 for the *Shoalhaven Sustainable Tourism Infrastructure Package* at a project cost of \$6.88M.
3. Commit \$1.5M over the period 2018/19 to 2020/21 as its co-contribution towards the *Shoalhaven Sustainable Tourism Infrastructure Package* should the application be successful to be funded in future years Capital Works Programs.
4. Receive a further report on the progress of Council's Detailed Application as information is received.
5. Council receive a report to Strategy and Assets regarding the previous Notice of Motion for Tourism Funding submitted by Clr Proudfoot.

CARRIED