Attachment Folder

Business and Employment Development Committee

9 September, 2013
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General Manager

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Welcome

Restart NSW Illawarra Infrastructure Fund

Welcome to today's community forum about the NSW Government's $100 million Restart NSW Illawarra Infrastructure Fund.

The Fund has been established to create infrastructure that drives economic growth and productivity in the Illawarra.

Feedback from the community is key to determining the region's infrastructure priorities.

Projects have now been shortlisted for more detailed applications and we want your feedback.

Please read the information boards about these projects and fill out a feedback form.

How projects were shortlisted

On 3 June 2013, Expressions of Interest were called for the Restart NSW Illawarra Infrastructure Fund. Projects needed to be located in these Local Government Areas:

- Klarna
- Shellharbour
- Shoalhaven
- Wingecarribee
- Wollongong.

Eligible projects needed to increase economic growth and productivity and improve key areas, including:

- public transport
- roads
- health facilities and services
- workplaces for frontline staff providing services to the public.

Expressions of Interest closed on 12 July, 2013.

Submissions were considered by an Assessment Panel, which includes community representatives.

Before shortlisting, feedback was sought from a Local Leaders Group representing Councils, business groups and organisations across the region.
Integrated aged and health care services
Kiama hospital site

Applicant:
Kiama Council

Local Government Area:
Kiama

$40m
Project Value

$8m
Funding Sought

PROJECT DESCRIPTION
Kiama Council proposes a new facility on the Kiama Hospital site. The Council and the Illawarra Shoalhaven Local Health District would implement a vision for the development of integrated aged and health care services on the site.

The new model of integrated care would co-locate an acute care facility with community aged care services and out-patient health care.

ANTICIPATED BENEFITS
• Council proposes a staged development that would co-locate its Aged Care Facility with its community aged and disability services.
• Achieving co-location could allow a future partnership to be formed with the University of Wollongong, to create a centre of excellence in aged care.
• Generate employment during construction.
• Generate employment for ongoing operation of the facility – including qualified nurses, personal carers, domestic, kitchen and garden staff.
• Industry estimates that each additional bed creates 1.53 direct new jobs, resulting in approximately 69 new ongoing jobs.
• Meeting an identified need – Kiama has a significant proportion of older people, with 3.1% of its population over 85, compared to the state average of 2%.
• By 2036 the population of Kiama is expected to grow by 10% and the above 85 years range is projected to be 4% of the population.

Kiama Harbour and blowhole works
New wharf and amenities

Applicant:
Kiama Council

Local Government Area:
Kiama

PROJECT DESCRIPTION
This project involves the implementation of work identified in the approved Plan of Management for the Kiama Harbour & Blowhole Point Headland that was developed following extensive community consultation.

The project includes a range of activities that will improve the accessibility around Kiama Harbour and Blowhole Point Reserve.

It will include:
• A new wharf on the Western Pier Head
• Car parking
• Landscaping
• A harbourside walk
• New picnic shelters and barbecues
• Children's playground
• Access roads
• Viewing platform overlooking Kiama Harbour.

ANTICIPATED BENEFITS
• The project will boost the tourism industry, which is the main economic activity and employer in the Kiama LGA.
• 19 direct and indirect jobs created during construction.
• The project will enhance some out dated facilities and provide an improved level of service to the community.
• Council estimates the project will result in a 5% increase in tourist visitation to the area.
• Economic activity created by the project may create employment opportunities and further increase tourism spending in Kiama.
• Increased employment in retail, hospitality and tourism will provide employment opportunities for Illawarra's youth.
• New wharf and pier head will allow the berthing of deeper hulled vessels in the Kiama Harbour, creating opportunities for larger tourist and fishing vessels to access the harbour.
Early intervention family support centre for children with a disability

Applicant:
Noah's Shoalhaven
Local Government Area:
Shoalhaven

Project Value:
$1.5m

Funding Sought:
$1.5m

PROJECT DESCRIPTION
Construct Early Intervention Family Support Centre at University of Wollongong campus—a purpose-designed 'one stop shop' for families of children with higher support needs and children with a disability.

The centre will provide accommodation for early intervention services by the children's charity Noah's Shoalhaven and an outreach program of the UOW's Early Start Program (which delivers innovative teaching programs, conducts multidisciplinary research and provides targeted family and parental engagement).

The new facility will provide targeted therapy services, family group sessions and training programs.

It will include playgroup rooms, therapy rooms, training facilities, parent meeting areas and additional disabled car parking spaces.

ANTICIPATED BENEFITS
• A world-class centre providing benefits across the whole region
• Relieve constraints created by current lack of services and options to support children with a disability in Illawarra region
• Ongoing employment for staff working at the centre
• Creation of jobs during construction
• Increased opportunities for early childhood services providers to expand their services through the delivery of Noah’s Shoalhaven’s Kids Together program
• Provide families of children with a disability with skills to increase self reliance
• The collaboration between Noah’s Shoalhaven and UOW will create best practice education models—producing better outcomes for disadvantaged and vulnerable families
• This will in turn reduce the impact of family breakdown and stress. This will mean a reduction in the cost of services transferred to social welfare services, hospitals and other community resources.

South Nowra Road Works

Applicant:
Shoalhaven City Council
Local Government Area:
Shoalhaven

PROJECT DESCRIPTION
Realignment of Flinders Road/Princes Highway intersection, South Nowra.

Construction of a 15+ place heavy vehicle rest area.

Upgrade/widening of Flinders Road.

ANTICIPATED BENEFITS
• The South Nowra Industrial precinct currently provides employment for 3,500 positions, or 10% of the Shoalhaven workforce. The precinct will have the capacity to grow to 20,000 jobs.
• These road works will enable better road access to the South Nowra industrial zone and remove some current safety issues associated with the turning movement of larger vehicles.
• The works will provide a traffic management solution which allows for future growth in employment and traffic.
• Efficient connection from factories and warehouses onto the Princes Highway is essential to maintain and grow productivity.
• The building of a heavy vehicle rest area will also assist with road haulage safety.

Project Value:
$3.6m

Funding Sought:
$1.5m
9 Pedestrian and cycleway between Mittagong and Bowral

Applicant: Wingecarribee Shire Council
Local Government Area: Wingecarribee

$5m Project Value

$3.6m Funding Sought

PROJECT DESCRIPTION
Dedicated pedestrian and cycleway between Mittagong and Bowral, following the line of the Old Hume Highway.

The proposal will link to the existing shared pedestrian and cycleway between Bowral and Moss Vale.

ANTICIPATED BENEFITS
• By providing a cycleway between Mittagong and Bowral, an alternative healthy transport link will be created which will further serve as a tourist destination.
• Council estimates an increase in outdoor recreation facilities would encourage visitors to stay longer.
• It estimates that facilities such as this cycleway could increase the ratio of overnight visitors from 25% to 35% – leading to a possible increase in revenue of $74.7m/year.
• Such an increase would provide an extra 600 full time jobs for the region.
• An increase in overnight visitors could also have a flow-on effect, increasing the number of privately funded accommodation facilities.
• Providing a cycleway connecting the three main towns in the region would encourage more local people to cycle as an alternative form of transport, which could reduce local traffic congestion.

Bowral town centre distributor road

Applicant: Wingecarribee Shire Council
Local Government Area: Wingecarribee

PROJECT DESCRIPTION
Bowral Distributor By Pass Road - Stages 1, 2 and 3.
Associated road works will include widening and realigning of associated roads and the creation of roundabouts and clearways.

ANTICIPATED BENEFITS
• Council says traffic congestion in Bowral has reached critical levels. This proposal would reduce traffic congestion in Bowral through construction of a by-pass road and associated traffic management.
• The bypass would strengthen mobility through the Town Centre to ensure it remains functional, productive and a desirable place to visit.
• The bypass would benefit local businesses and people, as well as the important local tourism industry.
• Better access to a wider part of the road network would make future development in Bowral more viable.
• Connections to public transport would be improved.

$12m Project Value

$10m Funding Sought
iAccelerate
University of Wollongong

$21m
Project Value

$20m
Funding Sought

**PROJECT DESCRIPTION**

iAccelerate is a raft of programs at the University of Wollongong aimed at developing ICT capability. The proposal seeks funding for the construction of a purpose-built facility to better enable delivery of these programs.

The building would provide a space for 25+ fast-growth, start-up companies, mentorship, entrepreneurship training and investor matching.

**ANTICIPATED BENEFITS**

- Would rapidly develop and deliver technology
- Focused businesses into the Illawarra community.
- A 3D printing cafe would be included for use by the community.
- In its first five years it is anticipated iAccelerate would create 500 direct jobs and more than 1,000 within the wider economy.
- This would attract $70m in additional investment to the regional and State economies.
- Programs in the centre would involve participation from the community.
- The project would further diversify the Illawarra's industrial base, create diverse and sustainable employment opportunities and attract new resources to the Illawarra.
- In turn, this would attract and retain academics and research students to the region.

South Coast Sporting and Football Complex
West Dapto

**PROJECT DESCRIPTION**

The proposal seeks to construct a sporting complex in West Dapto with an artificial playing pitch, a small grand stand (3,000 capacity), some 26 other pitches, 2 Futsal courts, administration buildings and artificial lighting. The primary sport would be football (soccer).

Located on 20ha of appropriately zoned and approved land allocated to Football South Coast by Wollongong Council in Cleveland Road, Dapto.

**ANTICIPATED BENEFITS**

- West Dapto Urban Release Area expected to increase population by 50,000 - project would serve the population.
- Address growing demand for a premier sports facility.
- Provide the ability to host state, national and international events, including finals and grand finals (20,000 attendance per year).
- Could attract events such as: Masters tournaments (conducted on the Gold Coast with 10,000 attendance every two years); Indigenous tournaments; youth cups; national and international team coaching sessions.
- Provide a home ground for regional representative football teams, which currently play at local club grounds.
- Maintenance and operation of the complex would generate employment.

$14.4m
Project Value

$7.8m
Funding Sought
17 State Emergency Service Unit Headquarters – Stage 2 Wollongong

Applicant: Wollongong City State Emergency Service
Local Government Area: Wollongong

PROJECT DESCRIPTION
Stage 2 of the new State Emergency Service Unit Headquarters
The current headquarters for Wollongong City SES unit are located in a flood prone area. A 3-stage plan to relocate the Unit to a new location in Coniston has commenced with Stage 1 complete. Stage 2 is ‘shovel’ ready.

ANTICIPATED BENEFITS
• Allow the Wollongong City SES Unit to continue to expand, providing an improved service to the community. The Unit has outgrown its current headquarters and is unable to take on more volunteers.
• Ease constraints SES volunteers currently face due to their headquarters at Montague Street, North Wollongong, being located in a flood prone area – this creates access problems and potentially puts the community at risk during flooding,
• Provide jobs for local businesses during construction.

$0.6m Project Value
$0.6m Funding Sought

Road link West Dapto Access

Applicant: Wollongong City Council
Local Government Area: Wollongong

PROJECT DESCRIPTION
West Dapto Access – provision of a flood reliable route from West Dapto to the F6 Freeway, including a grade separated crossing over the Illawarra Railway line and elevated bridges over the Mullet creek floodplain.

The West Dapto Urban Release Area will provide up to 17000 new dwellings. The current road network around the West Dapto area is already highly congested. The urban release will put additional pressure on existing roads and road capacity.

The West Dapto Access will provide a key additional access route to West Dapto with a direct connection to the F6 Freeway providing a regional link as well as significantly decreasing traffic volumes on Bong Bong Road.

ANTICIPATED BENEFITS
• The West Dapto Urban Release Area will provide up to 17000 new dwellings over a 50+ year period. The current road network around the West Dapto area is already highly congested. The urban release will put additional pressure on existing roads and road capacity.
• The West Dapto Access will provide a key additional access route to West Dapto with a direct connection to the F6 Freeway providing a regional link as well as significantly decreasing traffic volumes on Bong Bong Road.
• Further rezoning of the release area is currently constrained by a lack of adequate transport links. This project would make further housing construction more viable, assisting the contribution made to the local economy by the construction industry.
• This project would provide a flood reliable route – an improvement on the current situation where roads into West Dapto are frequently cut during flood events.

$45m Project Value
$22.5m Funding Sought
Thank you for providing your feedback on the Illawarra's infrastructure priorities.
Please leave your feedback form in the box provided.
Alternatively, use one of the reply-paid envelopes or visit the NSW Government's Have Your Say website.
Visit www.insw.com for more information.

Next steps
Your input will be forwarded to Infrastructure NSW for consideration.
The Assessment Panel will consider community feedback and detailed applications against the selection criteria.
Infrastructure NSW will recommend projects for funding to NSW Government.
Successful projects will be announced in late 2013.
### Restart NSW Illawarra Infrastructure Fund

**Published list of all applicants who have consented:**

<table>
<thead>
<tr>
<th>Name of Entity</th>
<th>Description of proposal</th>
<th>Amount of Restart NSW funding requested</th>
<th>Short-listed?</th>
<th>Reason for shortlisting/not shortlisting</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bong Bong Picnic Race Club Limited</td>
<td>Design and construct public toilet and shower facilities to replace existing out-dated and environmentally unsound facilities (Bowral)</td>
<td>$375,000</td>
<td>No</td>
<td>The project did not demonstrate improvement in public transport, roads, the economic competitiveness of the region, hospitals or other health services or workplaces for front line staff for the Region as a whole.</td>
</tr>
<tr>
<td>Ready Resumes</td>
<td>New Illawarra Community Centre (between Wollongong and Shellharbour LGA)</td>
<td>$10,000,000</td>
<td>No</td>
<td>The project did not demonstrate improvement in public transport, roads, the economic competitiveness of the region, hospitals or other health services or workplaces for front line staff for the Region as a whole.</td>
</tr>
<tr>
<td>NSW Health Illawarra Shoalhaven Local Health District</td>
<td>Centre of Excellence for Aged Care - Built Hospital</td>
<td>$14,460,000</td>
<td>Yes</td>
<td>Independent Assessment Panel acknowledged need for more aged care facilities and noted proposal for a Centre of Excellence for Aged Health Care.</td>
</tr>
<tr>
<td>Noah's Ark Centre of Shoalhaven Inc</td>
<td>Construct Early Intervention Family Support Centre for children with disabilities at University of Wollongong campus</td>
<td>$1,500,000</td>
<td>Yes</td>
<td>Independent Assessment Panel acknowledged ability to create best practice model with UOW and Noah's Shoalhaven, a not for profit operator.</td>
</tr>
<tr>
<td>Historical Aircraft Restoration Society (HARS)</td>
<td>Historical Aircraft Engine Overhaul Shop adjacent to HARS Main Hangar - Albion Park</td>
<td>$550,000</td>
<td>No</td>
<td>The project did not demonstrate improvement in public transport, roads, the economic competitiveness of the region, hospitals or other health services or workplaces for front line staff for the Region as a whole.</td>
</tr>
<tr>
<td>Minnamurra Progress Association Inc.</td>
<td>Construction of walkway beside Minnamurra River, alongside Riverside Drive (old Princess Highway)</td>
<td>$50,000</td>
<td>No</td>
<td>Independent Assessment Panel concluded that the project demonstrated a lower economic benefit for the Region as a whole than other shortlisted projects.</td>
</tr>
<tr>
<td>Shoalhaven City Council</td>
<td>Albatross Aviation Technology Park - Stage 4 (Utilities, Drainage &amp; Security) - Yerrinbong</td>
<td>$1,870,000</td>
<td>No</td>
<td>Independent Assessment Panel concluded that this project demonstrated lower public benefits than other shortlisted projects.</td>
</tr>
<tr>
<td>Shoalhaven City Council</td>
<td>Regional Agribusiness Enhancements - Five Projects in Shoalhaven Area</td>
<td>$4,204,000</td>
<td>No</td>
<td>This Expression of Interest was not evaluated as it was a combined proposal for the five individual projects listed below. The projects were individually assessed.</td>
</tr>
<tr>
<td>Shoalhaven City Council</td>
<td>Huskisson Wharf Redevelopment - Jervis Bay</td>
<td>$200,000</td>
<td>No</td>
<td>Independent Assessment Panel concluded that the project demonstrated a lower economic benefit for the Region as a whole than other shortlisted projects.</td>
</tr>
<tr>
<td>Shoalhaven City Council</td>
<td>Agri-Hub - one stop shop for agricultural activities and tourism - Andersons Lane, Berry</td>
<td>$914,000</td>
<td>No</td>
<td>The project did not demonstrate improvement in public transport, roads, the economic competitiveness of the region, hospitals or other health services or workplaces for front line staff for the Region as a whole.</td>
</tr>
<tr>
<td>Shoalhaven City Council</td>
<td>Wharf Facilities at Currambene Creek, Wollamia</td>
<td>$200,000</td>
<td>No</td>
<td>Independent Assessment Panel concluded that the project demonstrated a lower economic benefit for the Region as a whole than other shortlisted projects.</td>
</tr>
<tr>
<td>Shoalhaven City Council</td>
<td>Shoalhaven Equine Training Facility</td>
<td>$1,000,000</td>
<td>No</td>
<td>Independent Assessment Panel concluded that the project demonstrated lower public benefits than other shortlisted projects.</td>
</tr>
<tr>
<td>Shoalhaven City Council</td>
<td>Demonstration, research and development farm for new agribusinesses - Illawalla Future Park</td>
<td>$1,890,000</td>
<td>No</td>
<td>Independent Assessment Panel concluded that the project demonstrated a lower economic benefit for the Region as a whole than other shortlisted projects.</td>
</tr>
<tr>
<td>Shoalhaven City Council</td>
<td>Establishment of financial reserve to assist Urban Release developments in the first instance adjacent to University of Wollongong, Shoalhaven Campus</td>
<td>$9,750,000</td>
<td>No</td>
<td>The project did not demonstrate improvement in public transport, roads, the economic competitiveness of the region, hospitals or other health services or workplaces for front line staff for the Region as a whole.</td>
</tr>
<tr>
<td>University of Wollongong (UOW)</td>
<td>Accelerate - University of Wollongong</td>
<td>$20,000,000</td>
<td>Yes</td>
<td>Independent Assessment Panel acknowledged the proposal to establish UOW as a centre for ICT excellence.</td>
</tr>
<tr>
<td>Molnar Freeman Architects Pty Ltd</td>
<td>Parking and Road Infrastructure - Tallwood Ave (Mollymook Beach)</td>
<td>$150,000</td>
<td>No</td>
<td>The project did not demonstrate improvement in public transport, roads, the economic competitiveness of the region, hospitals or other health services or workplaces for front line staff for the Region as a whole.</td>
</tr>
<tr>
<td>Shoalhaven City Council</td>
<td>Realignment of Flinders Rd and intersection of Princes Hwy at 5th Nowra</td>
<td>$1,550,000</td>
<td>Yes</td>
<td>The Independent Assessment Panel acknowledged the project’s reduction in heavy traffic safety issues and more effective use of roadside.</td>
</tr>
<tr>
<td>Shoalhaven City Council</td>
<td>Completion of Upgrade - Turpentine Road (West of Tomerong)</td>
<td>$5,900,000</td>
<td>No</td>
<td>Independent Assessment Panel concluded that the project demonstrated a lower economic benefit for the Region as a whole than other shortlisted projects.</td>
</tr>
<tr>
<td>Shoalhaven City Council</td>
<td>Currambene Creek - Entrance Improvement (Huskisson)</td>
<td>$190,000</td>
<td>No</td>
<td>The project did not demonstrate improvement in public transport, roads, the economic competitiveness of the region, hospitals or other health services or workplaces for front line staff for the Region as a whole.</td>
</tr>
<tr>
<td>Wollongong Swim Club Inc.</td>
<td>Memorial Pools - Sth Olympic Pool, Hydrotherapy Pool and Childrens Wading Pool - Gwynneville</td>
<td>$24,360,000</td>
<td>No</td>
<td>The project did not demonstrate improvement in public transport, roads, the economic competitiveness of the region, hospitals or other health services or workplaces for front line staff for the Region as a whole.</td>
</tr>
<tr>
<td>Shoalhaven City Council</td>
<td>Dredging works within Basin at Shoalhaven Heads</td>
<td>$2,700,000</td>
<td>No</td>
<td>Independent Assessment Panel concluded that the project demonstrated a lower economic benefit for the Region as a whole than other shortlisted projects.</td>
</tr>
<tr>
<td>Shoalhaven City Council</td>
<td>Nowra CBD Multideck Car Park - Nowra</td>
<td>$16,300,000</td>
<td>Yes</td>
<td>Independent Assessment Panel concluded the project demonstrated that it was a potential enabler of economic growth and employment.</td>
</tr>
<tr>
<td>Challenge Southern Highlands Inc</td>
<td>Construction of Supported Accommodation for the Disabled - Mittagong</td>
<td>$1,000,000</td>
<td>Yes</td>
<td>Independent Assessment Panel acknowledged the need for supported accommodation for the disabled and noted the contributions from Local Council.</td>
</tr>
<tr>
<td>SOTO Services Group Pty Ltd</td>
<td>Demolish existing slipway to allow marina to be built in Bermagui Basin and relocate slipway to a more suitable location</td>
<td>$15,000,000</td>
<td>No</td>
<td>The land owner (Asset Owner) was not a party to the application.</td>
</tr>
</tbody>
</table>
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<tbody>
<tr>
<td>Wingecarribee Shire Council</td>
<td>Southern Highlands Regional Art Gallery - Mittagong</td>
<td>$6,000,000</td>
<td>No</td>
<td>The project did not demonstrate improvement in public transport, roads, the economic competitiveness of the region, hospitals or other health services or workplaces for front line staff for the Region as a whole.</td>
</tr>
<tr>
<td>Wingecarribee Shire Council</td>
<td>Development of a dedicated pedestrian and cycleway between Mittagong and Bowral</td>
<td>$3,600,000</td>
<td>Yes</td>
<td>The Independent Assessment Panel acknowledged that the project demonstrated an improvement in safety, had potential for economic growth and is completion of an existing Bicycle Strategy.</td>
</tr>
<tr>
<td>Wingecarribee Shire Council</td>
<td>Southern Highlands Botanic Gardens Visitor Centre - Bowral</td>
<td>$8,000,000</td>
<td>No</td>
<td>The project did not demonstrate improvement in public transport, roads, the economic competitiveness of the region, hospitals or other health services or workplaces for front line staff for the Region as a whole.</td>
</tr>
<tr>
<td>Wingecarribee Shire Council</td>
<td>Southern Highlands Performing Arts and Conference Centre - Bowral</td>
<td>$4,500,000</td>
<td>No</td>
<td>The project did not demonstrate improvement in public transport, roads, the economic competitiveness of the region, hospitals or other health services or workplaces for front line staff for the Region as a whole.</td>
</tr>
<tr>
<td>Wingecarribee Shire Council</td>
<td>Bowral Distributor By Pass Road - Stages 1,2 and 3</td>
<td>$10,000,000</td>
<td>Yes</td>
<td>Independent Assessment Panel acknowledged the road works as a potential enabler of transport improvements and noted the project contribution from Local Council.</td>
</tr>
<tr>
<td>Wingecarribee Shire Council</td>
<td>Moss Vale Enterprise Corridor Road Access</td>
<td>$17,000,000</td>
<td>No</td>
<td>Independent Assessment Panel concluded that the project demonstrated a lower economic benefit for the Region as a whole than other shortlisted projects.</td>
</tr>
<tr>
<td>Wingecarribee Shire Council</td>
<td>Moss Vale Enterprise Corridor Road Access Western End</td>
<td>$6,631,760</td>
<td>No</td>
<td>Independent Assessment Panel concluded that the project demonstrated a lower economic benefit for the Region as a whole than other shortlisted projects.</td>
</tr>
<tr>
<td>Wingecarribee Shire Council</td>
<td>Northern Extension Y Link on the Boral Railway Spur Line to the Great Southern Rail Line - Moss Vale</td>
<td>$2,500,000</td>
<td>Yes</td>
<td>Independent Assessment Panel acknowledged the freight productivity improvements and economic benefits and noted the support from Local Council.</td>
</tr>
<tr>
<td>SOTO Services Group Pty Ltd</td>
<td>Relocation of Mono-Rail Rolling Stock and Track from Sydney CBD - Unanderra</td>
<td>$10,000,000</td>
<td>No</td>
<td>The Asset Owner was not a party to the application.</td>
</tr>
<tr>
<td>Southern Council Group (Kiama Municipal Council, Managing Council)</td>
<td>Bulk replacement of inefficient street lighting - Wollongong, Kiama, Wingecarribee, Shoalhaven</td>
<td>$12,200,000</td>
<td>No</td>
<td>The project did not demonstrate improvement in public transport, roads, the economic competitiveness of the region, hospitals or other health services or workplaces for front line staff for the Region as a whole.</td>
</tr>
<tr>
<td>Illawarra Sports Stadium</td>
<td>Air conditioning system, Illawarra Sports Stadium</td>
<td>$325,000</td>
<td>No</td>
<td>The project did not demonstrate improvement in public transport, roads, the economic competitiveness of the region, hospitals or other health services or workplaces for front line staff for the Region as a whole.</td>
</tr>
<tr>
<td>Football South Coast Limited</td>
<td>South Coast Sporting and Football Complex - Dapto</td>
<td>$7,827,226</td>
<td>Yes</td>
<td>Independent Assessment Panel acknowledged region wide economic benefits.</td>
</tr>
<tr>
<td>Shoalhaven City Council</td>
<td>Ulladulla Harbour Enhancement elevated foreshore promenade.</td>
<td>$5,660,000</td>
<td>No</td>
<td>The project did not demonstrate improvement in public transport, roads, the economic competitiveness of the region, hospitals or other health services or workplaces for front line staff for the Region as a whole. Land not yet acquired.</td>
</tr>
<tr>
<td>Shoalhaven City Council</td>
<td>Ulladulla Harbour Marina - development of a new marina infrastructure within the existing working harbour for commercial vessels</td>
<td>$244,000</td>
<td>No</td>
<td>Independent Assessment Panel concluded that the project demonstrated a lower economic benefit for the Region as a whole than other shortlisted projects.</td>
</tr>
<tr>
<td>Illawarra Area Child Care</td>
<td>The relocation of not for profit childcare centre into new purpose built facility - Shoalhaven Heads</td>
<td>$800,000</td>
<td>No</td>
<td>The project did not demonstrate improvement in public transport, roads, the economic competitiveness of the region, hospitals or other health services or workplaces for front line staff for the Region as a whole.</td>
</tr>
<tr>
<td>Warrigal Care</td>
<td>Construction of a state of the art green star rated 120 bed aged care facility and senior community services hub - Wollongong</td>
<td>$20,000,000</td>
<td>Yes</td>
<td>Independent Assessment Panel acknowledged need for more aged care facilities and noted 50% will be funded by applicant.</td>
</tr>
<tr>
<td>Warrigal Care</td>
<td>Construction of a state of the art green star rated 100 bed aged care facility - Shellcove Shellharbour</td>
<td>$20,000,000</td>
<td>Yes</td>
<td>Independent Assessment Panel acknowledged need for more aged care facilities and noted 50% will be funded by applicant.</td>
</tr>
<tr>
<td>Wild Rumps</td>
<td>Artisan markets and master classes and feasibility study for resource Centre - Wollongong</td>
<td>$545,000</td>
<td>No</td>
<td>The project did not demonstrate improvement in public transport, roads, the economic competitiveness of the region, hospitals or other health services or workplaces for front line staff for the Region as a whole.</td>
</tr>
<tr>
<td>Progression Logic</td>
<td>Electronic system that augments the electronic health records - Corrimal East</td>
<td>Not specified</td>
<td>No</td>
<td>The project did not demonstrate improvement in public transport, roads, the economic competitiveness of the region, hospitals or other health services or workplaces for front line staff for the Region as a whole.</td>
</tr>
<tr>
<td>Alison Park Chamber of Commerce</td>
<td>Illawarra Escarpment Walking Track - Macquarie Park</td>
<td>$1,000,000</td>
<td>No</td>
<td>The project did not demonstrate improvement in public transport, roads, the economic competitiveness of the region, hospitals or other health services or workplaces for front line staff for the Region as a whole.</td>
</tr>
<tr>
<td>Kiama Council</td>
<td>Multipurpose Art Centre - Kiama</td>
<td>$1,000,000</td>
<td>No</td>
<td>The project did not demonstrate improvement in public transport, roads, the economic competitiveness of the region, hospitals or other health services or workplaces for front line staff for the Region as a whole.</td>
</tr>
<tr>
<td>Kiama Council</td>
<td>Purchase Kiama Hospital site for Illawarra Shoalhaven Local Health District to implement Integrated Aged and Health care services</td>
<td>$8,000,000</td>
<td>Yes</td>
<td>Independent Assessment Panel acknowledged the need for integrated aged and health services and noted strong support at the Local Leaders Group meeting.</td>
</tr>
<tr>
<td>Kiama Council</td>
<td>Construction of a new wharf, car parking, amenities, playground outlined in the approved Plan of Management for the Kiama Harbour &amp; Blowhole Point Headland</td>
<td>$2,270,000</td>
<td>Yes</td>
<td>Independent Assessment Panel acknowledged the potential for region wide economic benefits.</td>
</tr>
<tr>
<td>Kiama Council</td>
<td>The Gerringong Library Museum and Community Facility (GLMC) - multipurpose facility</td>
<td>$1,500,000</td>
<td>No</td>
<td>The project did not demonstrate improvement in public transport, roads, the economic competitiveness of the region, hospitals or other health services or workplaces for front line staff for the Region as a whole.</td>
</tr>
</tbody>
</table>
## Restart NSW Illawarra Infrastructure Fund

### Published list of all applicants who have consented:

<table>
<thead>
<tr>
<th>Name of Entity</th>
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<th>Amount of Restart NSW funding requested</th>
<th>Short-listed?</th>
<th>Reason for shortlisting/not shortlisting</th>
</tr>
</thead>
<tbody>
<tr>
<td>Illawarra Retirement Trust Ltd</td>
<td>A purpose built community of 12 homes and on site community centre for the intellectually disabled.</td>
<td>$2,987,900</td>
<td>Yes</td>
<td>Independent Assessment Panel agreed it would ease current constraint on demands for residential aged care for people with disability and noted the co-contribution by the Trust.</td>
</tr>
<tr>
<td>Lake Illawarra Authority</td>
<td>2km of cycleway/walkway including an iconic bridge over the entrance to the channel at Lake Illawarra</td>
<td>$5,800,000</td>
<td>No</td>
<td>Independent Assessment Panel concluded that the project demonstrated a lower economic benefit for the Region as a whole than other shortlisted projects.</td>
</tr>
<tr>
<td>Lake Illawarra Authority</td>
<td>2 km perimeter cycleway/walkway around Lake Illawarra</td>
<td>$3,600,000</td>
<td>No</td>
<td>Independent Assessment Panel concluded that the project demonstrated a lower economic benefit for the Region as a whole than other shortlisted projects.</td>
</tr>
<tr>
<td>Shellharbour City Council</td>
<td>New purpose built facility to replace temporary accommodation for Aero Medical Helicopter Services</td>
<td>$6,500,000</td>
<td>Yes</td>
<td>Independent Assessment Panel agreed that a purpose built facility would be more efficient for the operation of the Aeromedical Helicopter service and of benefit to the community.</td>
</tr>
<tr>
<td>Shellharbour City Council</td>
<td>Construct dual lane divided carriageway to bypass the existing Princes Highway alignment</td>
<td>$350,000,000</td>
<td>No</td>
<td>Independent Assessment Panel concluded that this amount is outside the capacity of the program.</td>
</tr>
<tr>
<td>Shellharbour City Council</td>
<td>Construction of an extension to Rivulet Crescent connecting it to the signalised intersection of Princes Hwy and Airport Road</td>
<td>$5,100,000</td>
<td>No</td>
<td>Independent Assessment Panel concluded that the project demonstrated a lower economic benefit for the Region as a whole than other shortlisted projects.</td>
</tr>
<tr>
<td>Shellharbour City Council</td>
<td>Shellharbour Foreshore Improvement Project</td>
<td>$4,350,000</td>
<td>No</td>
<td>The project did not demonstrate improvement in public transport, roads, the economic competitiveness of the region, hospitals or other health services or workplaces for front line staff for the Region as a whole.</td>
</tr>
<tr>
<td>Shellharbour City Council</td>
<td>Early connection of services to Technology Park as part of Shell Cove project and Aboriginal Interpretive Centre</td>
<td>$9,500,000</td>
<td>No</td>
<td>Independent Assessment Panel concluded that the project demonstrated lower public benefits than other shortlisted projects.</td>
</tr>
<tr>
<td>Sustainable Industries Development Institute</td>
<td>Wollongong (EcoCity) Project - Belmore Basin Ferry Terminus and Fisherman’s Wharf - relocation of existing slipway facility, construction of ferry terminus and provision of tourism/retail facility</td>
<td>$30,000,000</td>
<td>No</td>
<td>The project did not demonstrate improvement in public transport, roads, the economic competitiveness of the region, hospitals or other health services or workplaces for front line staff for the Region as a whole.</td>
</tr>
<tr>
<td>Wollongong City State Emergency Service</td>
<td>Stage 2 of the new State Emergency Service Unit Headquarters</td>
<td>$600,000</td>
<td>Yes</td>
<td>Independent Assessment Panel acknowledged the potential front line emergency service benefits.</td>
</tr>
<tr>
<td>Illawarra Basketball Association</td>
<td>Rebuild and refurb of current canteen to cater regular sports and special events</td>
<td>$26,400</td>
<td>No</td>
<td>The project did not demonstrate improvement in public transport, roads, the economic competitiveness of the region, hospitals or other health services or workplaces for front line staff for the Region as a whole.</td>
</tr>
<tr>
<td>Port Kembla Surf Lifesaving Club</td>
<td>Construction of a 2nd level and modifications to the existing structure to incorporate a Reception and Function Centre</td>
<td>$825,000</td>
<td>No</td>
<td>The project did not demonstrate improvement in public transport, roads, the economic competitiveness of the region, hospitals or other health services or workplaces for front line staff for the Region as a whole.</td>
</tr>
<tr>
<td>Ramsay Health Care</td>
<td>Establishment of a major private teaching hospital in Wollongong</td>
<td>$12,000,000</td>
<td>No</td>
<td>Independent Assessment Panel concluded project would have required consultation with Local Area Health District and joint application.</td>
</tr>
<tr>
<td>Bundanoon Medical Centre</td>
<td>Extend premises at Bundanoon Medical Centre</td>
<td>$500,000</td>
<td>No</td>
<td>Independent Assessment Panel concluded that the project demonstrated lower public benefits than other shortlisted projects.</td>
</tr>
<tr>
<td>Sussex Inlet &amp; District Chamber of Commerce</td>
<td>Dredging Sussex Inlet channel, removal of Bar and obstructions to provide safe navigation and marine transport corridor</td>
<td>$3,000,000</td>
<td>No</td>
<td>Independent Assessment Panel concluded that the project demonstrated a lower economic benefit for the Region as a whole than other shortlisted projects.</td>
</tr>
<tr>
<td>Illawarra Business People (Ed submitted and registered twice)</td>
<td>Establishment of a new development agency, the Illawarra Development Corporation</td>
<td>$3,000,000</td>
<td>No</td>
<td>The project did not demonstrate improvement in public transport, roads, the economic competitiveness of the region, hospitals or other health services or workplaces for front line staff for the Region as a whole.</td>
</tr>
<tr>
<td>Wollongong City Council</td>
<td>West Dapto Access - provision of road link between Fowlers Road Dapto and Fairwater Drive Horley</td>
<td>$22,500,000</td>
<td>Yes</td>
<td>Independent Assessment Panel acknowledged benefits for accelerated housing and economic development. Wollongong City Council will contribute 50%.</td>
</tr>
<tr>
<td>Wollongong City Council</td>
<td>Bald Hills Improvement Project including provision of new amenities, traffic and safety improvements, safe tour bus parking etc.</td>
<td>$5,800,000</td>
<td>Yes</td>
<td>Independent Assessment Panel acknowledged the problems with existing amenities and potential economic benefits.</td>
</tr>
<tr>
<td>Wollongong City Council</td>
<td>Grand Pacific Walk (Stage One) Royal National Park to Lake Illawarra share-way (pedestrians / cyclists).</td>
<td>$5,000,000</td>
<td>Yes</td>
<td>Eligible and shortlisted. Independent Assessment Panel acknowledged safety issues with current arrangements.</td>
</tr>
<tr>
<td>Delbect Pty Ltd</td>
<td>Life City Wollongong including a Cancer and Chronic Disease Hospital</td>
<td>Not specified</td>
<td>No</td>
<td>The application contained insufficient information as to funding and staging requirements.</td>
</tr>
<tr>
<td>Slack 360 Pty Ltd</td>
<td>To redevelop the ‘Stack’ into a new Tourist Infrastructure Development on the South Coast</td>
<td>$10,000,000</td>
<td>No</td>
<td>The project did not demonstrate improvement in public transport, roads, the economic competitiveness of the region, hospitals or other health services or workplaces for front line staff for the Region as a whole.</td>
</tr>
<tr>
<td>Chevalier College</td>
<td>Highlands Trade Skills Training Hub</td>
<td>$1,800,000</td>
<td>No</td>
<td>This application was discussed at the Local Leaders Forum however while supporting increased vocational education centres in the region, the Independent Assessment Panel concluded that the project application demonstrated lower public benefits than other shortlisted projects.</td>
</tr>
<tr>
<td>Crown Lands</td>
<td>Maritime Tourism and Amenities Centre (MTAC) - information hub for the Illawarra region</td>
<td>$2,250,000</td>
<td>No</td>
<td>Independent Assessment Panel concluded that the project demonstrated lower public benefits than other shortlisted projects.</td>
</tr>
</tbody>
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## Restart NSW Illawarra Infrastructure Fund

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<th>Short-listed?</th>
<th>Reason for shortlisting/not shortlisting</th>
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</thead>
<tbody>
<tr>
<td>A Group of Illawarra Business People</td>
<td>Illawarra Development Corporation - single agency with the objective of economic development in the Illawarra</td>
<td>$3,000,000</td>
<td>No</td>
<td>Ineligible - the project did not demonstrate improvement in public transport, roads, the economic competitiveness of the region, hospitals or other health services or workplaces for front line staff for the Region as a whole.</td>
</tr>
<tr>
<td>North Wollongong Surf Life Saving Club Inc</td>
<td>Knockdown and rebuild North Wollongong Surf Life Saving Club</td>
<td>$10,300,000</td>
<td>No</td>
<td>The project did not demonstrate improvement in public transport, roads, the economic competitiveness of the region, hospitals or other health services or workplaces for front line staff for the Region as a whole.</td>
</tr>
<tr>
<td>Cancer Council NSW</td>
<td>Illawarra Food Hub</td>
<td>$1,600,000</td>
<td>No</td>
<td>The project did not demonstrate improvement in public transport, roads, the economic competitiveness of the region, hospitals or other health services or workplaces for front line staff for the Region as a whole.</td>
</tr>
<tr>
<td>Resource Recovery Australia (RRA)</td>
<td>Resource Recovery Illawarra - Waste to Wages - Site A - Multipurpose Drop off Centre; Site B - Wollongong Waste and Resource Park Reuse and Revolve Centre</td>
<td>$2,000,000</td>
<td>No</td>
<td>Independent Assessment Panel concluded that the project demonstrated lower public benefits than other shortlisted projects.</td>
</tr>
</tbody>
</table>
SHOALHAVEN CITY COUNCIL

E X T R A - O R D I N A R Y M E E T I N G

To be held on Tuesday, 20 August, 2013
Commencing at 3.30pm.

City Administrative Centre
Bridge Road
NOWRA NSW 2541

14 August, 2013

Councillors,

NOTICE OF MEETING

You are hereby requested to attend the Extra-Ordinary Meeting of the Council of the City of Shoalhaven, to be held in the Council Chambers at the City Administrative Centre, Bridge Road, Nowra on Tuesday, 20 August, 2013 commencing at 3.30pm for consideration of the following business.

R D Pigg
General Manager

Membership
All Councillors

BUSINESS OF MEETING

1. Apologies / Leave of Absence
2. Declarations of Interest
3. Deputations
4. Report of the General Manager
   Assets and Works - Restart NSW Illawarra Infrastructure Fund - Projects and Costs

Note:- This meeting has been called in accordance with section 366 of the Local Government Act.

Cell Phones:
Council’s Code of Meeting Practice states that “All cell phones are to be turned off for the duration of the meeting”.

LOCAL GOVERNMENT ACT 1993

Chapter 3

Section 8(1) - The Council’s Charter

(1) The council has the following charter:

• to provide directly or on behalf of other levels of government, after due consultation, adequate, equitable and appropriate services and facilities for the community and to ensure that those services and facilities are managed efficiently and effectively

• to exercise community leadership

• to exercise its functions in a manner that is consistent with and actively promotes the principles of multiculturalism

• to promote and to provide and plan for the needs of children

• to properly manage, develop, protect, restore, enhance and conserve the environment of the area for which it is responsible, in a manner that is consistent with and promotes the principles of ecologically sustainable development

• to have regard to the long term and cumulative effects of its decisions

• to bear in mind that it is the custodian and trustee of public assets and to effectively account for and manage the assets for which it is responsible

• to facilitate the involvement of councillors, members of the public, users of facilities and services and council staff in the development, improvement and co-ordination of local government

• to raise funds for local purposes by the fair imposition of rates, charges and fees, by income earned from investments and, when appropriate, by borrowings and grants

• to keep the local community and the State government (and through it, the wider community) informed about its activities

• to ensure that, in the exercise of its regulatory functions, it acts consistently and without bias, particularly where an activity of the council is affected

• to be a responsible employer.
REPORT OF GENERAL MANAGER

EXTRA ORDINARY MEETING

TUESDAY 20 AUGUST 2013

ASSETS AND WORKS

1. Restart NSW Illawarra Infrastructure Fund - Projects and Costs File 47463E

SECTION MANAGER: Martin Upitis.

PURPOSE: Delivery Program Activity: 4.4.7.1

To consider project details, CBD car park location and contributions associated with Council’s Restart Illawarra submissions.

RECOMMENDED that:

a) Council determine the location for a multistorey car park with a commercial component to be either at Stewart Place or at the Berry/Worrigee site;

b) Council determine the scope of the project i.e. car park only or car park plus commercial component;

c) Council contributes $5,000,000 of loan funds to be drawn in the 2015/2016 financial year, if the car park submission is successful; and

d) Council contributes $400,000 from the 2014/2015 Roads to Recovery Program, if the Flinders Road submission is successful.

OPTIONS

1. *(Recommended)*. Consider a car park location and make a significant contribution to its construction. Confirm a contribution for the Flinders Road project.

2. *(Not Recommended)*. Choose the alternate car park location and make some other contribution to its construction.

3. *(Not Recommended)*. Withdraw the car park project Expression of Interest application.
DETAILS

Introduction

# Advice was received from Infrastructure NSW (Attachment A) that two of Council’s Expressions of Interest submissions under the Restart NSW Illawarra Infrastructure Fund have been accepted for the next phase of assessment. These were South Nowra Employment Precinct – Entrance Upgrade (Attachment F) and Nowra CBD Multi Deck Carpark.

For the Detailed Applications, the primary supporting documentation for each project will be their respective business cases and economic appraisals. This is relatively straightforward for the Flinders Road project as the scope of works is sufficiently detailed to develop accurate cost estimates on which to base a business case. However, the scope for the multi-deck car park project is broad as the Expression of Interest states the location as “in the area bounded by Junction Street, Kinghorne Street, Plunkett Street and Berry Street”.

To prepare a solid business case and economic appraisal, the actual location of the proposed car park needs to be determined, for Restart Illawarra funding.

Stewart Place or the Berry/Worrigee Site?

Council resolved (MIN12.741) at its meeting on 26 June 2012 that:

“the Nowra CBD Car Parking Committee continue with the stated position of Council that the preferred location for a multi storey car park in Nowra be Berry/Worrigee Streets.”

Council subsequently resolved (MIN13.669) at its meeting on 21 June 2013 that:

a) A report on options for the location and design of a multi storey car park in Nowra CBD be submitted to Councillors for consideration; and

b) When a briefing is called on this issue, members of the former Nowra CBD Car Parking Committee be invited.”

Councillor briefings on this matter were held on 26 July 2013 and on 2 August 2013. As there in now an imperative to decide on a location, this report will address the resolution (MIN13.669 part a) above.)

The following table compares the two locations and indicates by a tick which one better addresses the issues relevant for the provision of all-day car parking.
<table>
<thead>
<tr>
<th>Issue</th>
<th>Stewart Place</th>
<th>Berry/Worrigee</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proximity to CBD</td>
<td>✓</td>
<td></td>
<td>Stewart Place is a closer walk to the retail hub than Berry/Worrigee</td>
</tr>
<tr>
<td>Suitability for all-day parking</td>
<td></td>
<td>✓</td>
<td>All-day parking is better provided on the periphery of a CBD so that short-stay parking is provided as close as possible to the commercial hub.</td>
</tr>
<tr>
<td>Traffic flows and conflicts (less)</td>
<td></td>
<td>✓</td>
<td>There are fewer vehicle movements created by all-day parkers. The majority of a multistorey car park at Stewart Place would need to be used for short-stay parking so traffic movements would be greatly increased in adjacent access streets.</td>
</tr>
<tr>
<td>Future commercial potential</td>
<td></td>
<td>✓</td>
<td>Stewart Place is potentially a more valuable site for future commercial development so Berry/Worrigee becomes the better location for all-day car parking.</td>
</tr>
<tr>
<td>Construction impacts and disruption to trade are less</td>
<td></td>
<td>✓</td>
<td>The relocation of short-stay parking from Stewart Place during construction would have an impact on financial viability of retailers than construction at Berry/Worrigee</td>
</tr>
<tr>
<td>Cost of construction (unit rates less)</td>
<td></td>
<td>✓</td>
<td>The unit rates of construction would be marginally lower at Berry/Worrigee owing to ease of access; possibly fewer utilities; and potentially less excavation than at Stewart Place. (Total costs cannot be considered until each project is fully scoped.)</td>
</tr>
<tr>
<td>Impacts on residents (less)</td>
<td>✓</td>
<td></td>
<td>Stewart Place is more remote from Berry Court than Berry/Worrigee but some impacts can be mitigated by appropriate design.</td>
</tr>
</tbody>
</table>
Nowra CBD Action recommended at its meeting on 5 August 2013:

“that in reviewing the options for satisfying the shortfall in all day car parking within the CBD and in assessing the alternatives, in particular Stewart Place and Worrigee/Berry St car parks, that Council sets a minimum requirement of providing an additional 400 all day car parking spaces over all existing spaces.”

If Council adopts this recommendation then a three level car park would be the minimum required at Stewart Place and four levels at Berry/Worrigee to achieve this capacity. The current GHD four level concept design for Berry/Worrigee produces 675 spaces. There are currently 205 spaces at Berry/Worrigee so the net result would be 470 additional spaces if the design remained unchanged. However, to reduce overshadowing of Berry Court, the design could be amended to set back Level 4 by 7 metres on the south side of the proposed car park, adjacent to Berry Court, resulting in the loss of 18 spaces, resulting in 452 additional spaces overall.

To achieve an additional 400 spaces in Stewart Place, a three level car park would need to be constructed over approximately 75% of the existing site.

Cost Estimation

The estimates of cost for various Berry/Worrigee concept designs were prepared by consultant Turner and Townsend (Canberra) in June 2012 on behalf of GHD Pty Ltd. These cost estimates were based on a detailed quantity survey of each major component of construction. For example, there were separate unit rates for concrete column construction; for concrete suspended slabs; and for architectural cladding. These rates were adjusted for local conditions and are assumed to have an accuracy of about plus or minus 15% of the eventual actual costs.

Turner and Townsend was recently contacted and confirmed that most unit rates for construction are transferable from Berry/Worrigee to Stewart Place, with a few minor exceptions. Consequently, the estimates of cost for the Stewart Place options were based on these unit rates. After these rates are applied, the estimated total direct cost of construction is inflated by an allowance (5% of direct costs) for Preliminaries and for Contingencies (10% of direct costs). This combined total was further increased to allow for inflation of construction costs over the period since June last year. The estimated costs therefore include allowances for Preliminaries, Contingencies and inflation.

Due to time constraints, cost estimates for the commercial components were based on information contained in the Cordell Commercial and Industrial – Building Cost Guide, which is an authoritative reference source and is considered as an ‘industry standard’ for cost estimation.

From Cordell’s, the construction unit rates for two to three storey office blocks; street-front shops; and residential apartments varied from $1900/m² to $3300/m², depending on the quality of fit-out and construction materials. A rate of $2300/m² was chosen for the two level commercial components for both sites.
Car Park Only Cost Estimates

Using the Turner and Townsend unit rates and adding the appropriate allowances, the estimated cost to construct the GHD (Berry/ Worrigee) four level design for an additional 452 spaces, with an additional set back on Level 4, is $11,800,000. Similarly, the estimated spaces cost of construction to produce an additional 348 spaces in Stewart Place is $10,800,000 (see Table 1).

# The images (Attachment B and C) show the ‘footprints’ of the car parks including the allowances for commercial development.

Commercial Components with Car Park

The Infrastructure NSW letter of advice stated that “as a minimum a business case and economic appraisal (benefits and costs ratio calculation) and supporting details” should be provided with the Detailed Application. From past experience with this type of funding application, it seems that the economic appraisal may be based on a project’s ability to create employment and to demonstrably stimulate economic activity. In this case, a standalone car park project will have difficulty demonstrating economic viability. However, some recent research (Urbis 2012) suggests that each additional parking space provided, at a single DDS site, could generate $123K of retail turnover per year. Although this appears to be a direct economic benefit of additional parking, its applicability to the Nowra context would need to be investigated and tested.

# Council’s Detailed Application therefore may be more likely to succeed if a commercial component is included. A ‘mixed use’ concept, with a Berry Street frontage, is included in the Attachment Folder (Attachment D). However, this would reduce the yield to 197 additional spaces at Berry/Worrigee. This 203 space shortfall could however be made up by constructing a fifth and sixth level of parking. The estimated cost of a commercial component and a six level car park at Berry/Worrigee is $19,400,000. The construction cost of the commercial component is $2300 per square metre, assuming two levels of 900 square metres each are provided on the Berry Street frontage.

# A ‘mixed use’ concept for Stewart Place is also included in the Attachment Folder (Attachment E) which was produced by Arup Pty Ltd as part of the Nowra CBD Master Plan process. A five level car park would need to be constructed to achieve 400 additional spaces but only about half of these additional spaces should be made available for all-day parking by assigning the fourth and fifth levels for this purpose.

The estimated cost of a two level commercial component (with total floor area of 3600m²) and a five level car park, but excluding a bus interchange, at Stewart Place is $23,500,000.
Council’s Contribution to Car Park Project

Infrastructure NSW letter of advice for the multi-deck car park project included an additional paragraph which stated:

“Infrastucture NSW encourages the Council to consider the funding mix for the car park and whether the Council contribution may be higher in the Detailed Application than the Expression of Interest.”

This suggests that Council’s current non-cash contribution of the land value of $2,500,000 should also be supplemented with a funding contribution to improve the chance of a successful application; this is discussed in the Financial Implications.

FINANCIAL IMPLICATIONS:

CBD Multi-Storey Car Park

If Council decides to submit Berry/Worrigee, with a commercial component, at an estimated cost of $14,700,000 as its Restart Illawarra project, then Council also needs to determine its additional funding contribution to improve chances of success.

Council’s Long Term Financial Plan as part of the Resourcing Strategy provides for a $5,000,000 loan for this project in 2022/23. Bringing forward the borrowings to 2014/15 would be possible without exceeding acceptable debt servicing limits over the life of the current Long Term Financial Plan. Debt Servicing Cost as a percentage of rate income would increase to a high of 19.69% in 2022/23. Should this amount be borrowed, Council’s contribution would then increase to 44% of the total cost of the project ($17,200,000), which should improve Council’s chances under Infrastructure NSW assessment criteria.

A summary of the options is provided in the table below. Options for five/six level parking were included for comparison purposes to demonstrate affect on costs and parking yield.

Table 1: Estimated construction cost and total spaces

<table>
<thead>
<tr>
<th>Location</th>
<th>Construction Cost – No commercial component</th>
<th>Total spaces</th>
<th>Additional Spaces</th>
<th>Construction Cost – with commercial component</th>
<th>Total spaces</th>
<th>Additional Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Berry/Worrigee</td>
<td>$11,800,000</td>
<td>675</td>
<td>452</td>
<td>$14,700,000</td>
<td>402</td>
<td>197</td>
</tr>
<tr>
<td>(4 levels)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Berry/Worrigee</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(6 levels)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stewart Place</td>
<td>$10,800,000</td>
<td>570</td>
<td>348</td>
<td>$18,500,000</td>
<td>360</td>
<td>138</td>
</tr>
<tr>
<td>(3 levels)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stewart Place</td>
<td></td>
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If Stewart Place is determined as the preferred location, then additional design and estimation reports would be required before submission of the Detailed Application. This may also include design for a bus interchange and could be funded from Section 94 Contributions for Nowra CBD parking

**Flinders Road Project**

It is expected that the Roads to Recovery Program will continue for at least the next five years. To allow confirmation of Council’s contribution to the Flinders Road project, an allocation of $400,000 could be made from the 2014/15 Roads to Recovery Program.

**COMMUNITY ENGAGEMENT:**

The concept of a multi-storey car park within the Nowra CBD has been in the public arena for many years. The CBD Action group, a mix of commercial ratepayers, Business chamber & community members has given a clear indication they support the Berry/Worrigee site as a preferred option for all day car parking. On the other hand residents of the adjoining residential block have raised concerns about over-shadowing and other matters.

Ben Stewart
DIRECTOR ASSETS & WORKS

R.D Pigg
GENERAL MANAGER
6 August 2013

Shoalhaven City Council
By email [pullen@shoalhaven.nsw.gov.au]

Attention Greg Pullen

Reference: RNSW 099 South Nowra Employment Precinct – Entrance Upgrade

I am pleased to advise that this project has been shortlisted for the Restart NSW Illawarra Infrastructure Fund.

The next step is to prepare a detailed application containing additional project information to that provided in your Expression of Interest submission.

It is imperative that your detailed application include, as a minimum:
- a business case and economic appraisal (benefits and costs ratio calculation) and supporting details,
- demonstrating operational sustainability, including ability to meet ongoing operational and maintenance cost of the proposed infrastructure,
- an asset procurement plan describing the proposed delivery approach and program timeline,
- a risk management strategy.

I encourage you to refer to the Illawarra Infrastructure Fund Guidelines available on our website infrastructure.nsw.gov.au in order to address the criteria for selection of projects in detail in your detailed application. The funding arrangements for this proposal and the funding requested from Restart NSW and the extent of co-funding will be taken into account.

There is no pro-forma for the detailed application; it may be submitted in any format and either printed or soft copies. Please contact Infrastructure NSW with any questions. For any further information please email in the first instance on illawarra@insw.com or 8016 0100.

Please arrange for the detailed application material to be submitted to INSW at illawarra@insw.com by close of business on 9 September 2013.

Yours sincerely

Jenny Davis
Executive Director
6 August 2013

Shoalhaven City Council
By email [pullen@shoalhaven.nsw.gov.au]

Attention Greg Pullen

Reference: RNSW 104 Nowra CBD Multi Deck Carpark

I am pleased to advise that this project has been shortlisted for the Restart NSW Illawarra Infrastructure Fund.

The next step is to prepare a detailed application containing additional project information to that provided in your Expression of Interest submission.

Infrastructure NSW encourages the Council to consider the funding mix for the carpark and whether the Council contribution may be higher in the Detailed Application than the Expression of Interest.

It is imperative that your detailed application include, as a minimum:

- a business case and economic appraisal (benefits and costs ratio calculation) and supporting details,
- demonstrating operational sustainability, including ability to meet ongoing operational and maintenance cost of the proposed infrastructure,
- an asset procurement plan describing the proposed delivery approach and program timeline.
- a risk management strategy.

I encourage you to refer to the Illawarra Infrastructure Fund Guidelines available on our website infrastructure.nsw.gov.au in order to address the criteria for selection of projects in detail in your detailed application. The funding arrangements for this proposal and the funding requested from Restart NSW and the extent of co-funding will be taken into account.

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Yours sincerely

Jenny Davis
Executive Director
Attachment B: PROPOSED BERRY/WORRIGEE CAR PARK AND COMMERCIAL COMPONENT ‘FOOTPRINT’
Attachment C: PROPOSED STEWART PLACE CAR PARK AND COMMERCIAL COMPONENT ‘FOOTPRINT’
Attachment D Image: Mixed Use Concept for Berry Street – Car Park and Commercial

3 storeys (4 Levels) from Berry Street

Commercial Frontage to Berry Street Option 2