

TITLE: [E-CM] Building Better Regions Fund - Infrastructure Projects Stream

SUBMITTED BY: Director

Validms



Strengthening the Economy

LINKAGE TO INTEGRATED PLANNING AND REPORTING FRAMEWORK:

- 3 Strengthening the Economy
- 3.1 Expand employment, tourism and education opportunities

SUMMARY OF REPORT:

On 23 November 2016 the Australian Government announced the release of the program guidelines for the new Building Better Regions Fund. This Fund will invest \$297.7 million over four years in infrastructure projects and community investments to create jobs, drive economic growth and build stronger regional communities into the future. The infrastructure stream of this round of funding will close 28 February 2017.

This report recommends that Council resolve to submit the Northern Rivers Rail Trail – Tweed Section and Kennedy Drive Interchange projects for this Round of funding, with Knox Park Amenities and Entry Plaza to be considered as a substitute or alternate project.

RECOMMENDATION:

That Council:

1. **Submits two applications for funding under the Building Better Regions – Infrastructure Stream being:**
 - a) **Northern Rivers Rail Trail (Tweed Section) project.**
 - b) **Kennedy Drive Interchange project.**
2. **Seeks an urgent letter of commitment from the NSW State Government for matching funding for the Northern Rivers Rail Trail (Tweed Section) for inclusion with its application, which closes 28 February 2017.**
3. **Promotes the Community Investment Stream through Destination Tweed, community associations, environmental groups, not for profit organisations and business chambers.**

REPORT:

Background

On 23 November 2016 the Australian Government announced the release of the program guidelines for the new Building Better Regions Fund (BBRF).

The BBRF will invest \$297.7 million over four years in infrastructure projects and community investments to create jobs to drive economic growth and build stronger regional communities into the future.

Grants are available through two funding streams; Infrastructure Projects and Community Investments.

- Infrastructure Projects Stream will support projects which involve the construction of new infrastructure, or the upgrade or extension of existing infrastructure that provide economic and social benefits to regional and remote areas.
- The Community Investments Stream will fund community building activities including, but not limited to, new or expanded local events, strategic regional plans, and leadership and capability building activities. These projects will deliver economic and social benefits to regional and remote communities.

The Department of Industry, Innovation and Science's AusIndustry Business Grants Hub is responsible for administering the program on behalf of the Department of Infrastructure and Regional Development (this includes grant application, enquiries and project management activities).

Program Guidelines, the application form, contact details for enquiries, and other programme information is attached to this report and is also available for their web site at www.business.gov.au/bbrf.

The Building Better Regions Fund was previously known as the National Stronger Regions Fund (NSRF).

Last year in NSRF round 2 of the NSRF Council was successful in securing a grant of \$9.8 million towards the \$21 million Protection & Revitalisation of Kingscliff Foreshore Project.

In Round 3 of the NSRF Council submitted an application for the Tweed Stage of the Northern Rivers Rail Trail with a grant value of \$6.4 million. This application was unsuccessful. Council officers have received feedback from the Department that the application was unsuccessful as we were unable at the time to obtain commitment from the NSW State Government for matching funding. The Department has advised that they would accept "*a letter of commitment from the State Government in a future application*". Given that the poles and wires funding will soon be available it is considered appropriate that the NRRT project be resubmitted as a BBRF project.

BBRF – Infrastructure

The BBRF Infrastructure stream will open for applications on 18 January 2017 and close on the 28 February 2017. Successful projects must be commenced 12 weeks from the execution of the funding agreement. The guidelines identify that to be successful the projects must score highly against the following criteria;

- the economic benefit your project will deliver to the region during and beyond the construction phase;
 - the social benefit your project will deliver to the region during and beyond the construction phase;
 - the value for money offered by your project;
 - the project delivery - your capacity, capability and resources to carry out the project.
- Grants are between \$20,000 and \$10 million;
 - Project must be completed by 31 December 2019
 - Grant funding will be up to 50% of eligible project costs
 - Evidence of co-funding to be provided
 - Project must not have commenced at time of application
 - Two applications per Council per round are permitted. It is recommended that Council consider two projects for consideration in this round.

Northern Rivers RDA

The Chair, the Honourable, Mr Don Page and new Chief Executive Officer, Mr Alex Smith, of Regional Development Australia (RDA) Northern Rivers presented to the June 2016 NOROC meeting and made a request for councils to identify their top 3 "shovel ready" projects for inclusion in a review by RDA Northern Rivers that will identify the top ten regional priorities and projects.

As a result of this request Council resolved at its meeting on 21 July 2016 the following:

"... that Council prioritises the list for submission to Regional Development Australia Northern Rivers for consideration of inclusion in the region's top ten projects for funding consideration as follows:

<i>Project</i>	<i>Ranking</i>
<i>Northern Rivers Rail Trail</i>	<i>\$13.04m</i>
<i>Tweed Valley Way Riverbank Stabilisation</i>	<i>\$9m</i>
<i>Clarrie Hall Dam Raising</i>	<i>\$64m</i>
<i>All Access Playground Ebenezer Park</i>	<i>\$2.64m</i>
<i>Kennedy Drive Interchange with the Pacific Highway</i>	<i>\$6m</i>
<i>Renewable Energy Projects</i>	<i>\$6.1m</i>
<i>Stage 2 Arkinstall Park</i>	<i>\$28m</i>
<i>Stage 2 Kirkwood Road</i>	<i>\$38.4m</i>

"

Project Status Summary

The following table lists the projects and their current status in terms of detailed design and approvals.

Project	Estimate of Cost	Concept Design	Detailed Design	Planning Approvals
Northern Rivers Rail Trail	\$13.04m	Yes. - Detailed	Stage 1 to TRAG complete and remainder could be produced in stages to allow construction to continue	A Part V planning approval is required Approval 98% complete for Stage 1 to the TRAG
Clarrie Hall Dam Raising	\$64m	Yes. - Concept	No.	A Part V and EIS required and several supporting

Project	Estimate of Cost	Concept Design	Detailed Design	Planning Approvals
				studies required some preliminary studies commenced.
Tweed Regional Accessible Playground and Park Tweed Heads (Ebenezer Park)	\$2.64m	Yes. - Concept	No. Could be progressed relatively quickly	A Part V required. Previously exempt Development
Arkininstall Park Stage 2	\$28m	Yes. - Concept	No.	A Part V required Other studies and consultation completed
Kirkwood Road and Pacific Highway Interchange Ramps - Stage 2	\$38.4m	Yes - Detailed	No. Road design completion straight forward but bridge over motorway design complex and time consuming as RMS input and approval required	Planning Approvals issued
Tweed Valley Way Riverbank Stabilisation	\$9m	No. But Locations of works identified	No. Could be progressed relatively quickly	A Part V application/s required but fairly straight forward
Kennedy Drive Interchange with Pacific Highway Upgrade	\$6m	Yes. - Concept only	No. Design process is involved as RMS would need to be consulted	A Part V required
Renewable Energy Project	\$6.1m	No (Except Item 7 which is funded).	Not commenced (Except Item 7)	May require Part V approval depending on design
Knox Park Amenities and Entry Plaza	\$1m	Yes - completed.	Not commenced by relatively straight forward.	Part V approval is required.

None of the listed projects currently has the status of "shovel ready" (able to start construction) and are all in progress towards being ready for construction.

Since Council resolved its position in July 2016 and in light of the current criteria for this funding and projects that Council could provide matching funding in its Forward Delivery Program, Council could also consider making application for the Knox Park Amenities and Entry Plaza at a value of \$1million, with matching funding of \$500,000. Further details are listed below.

The following table lists the projects in order of their current "construction readiness" based on progress to date on designs and approvals and degree of difficulty to finalise outstanding components to achieve construction readiness.

Project	Estimate of Cost
----------------	-------------------------

Northern Rivers Rail Trail	\$13.04m
All Access Playground Ebenezer Park	\$2.64m
Tweed Valley Way Riverbank Stabilisation	\$9m
Kennedy Drive Interchange with the Pacific Highway	\$6m
Stage 2 Arkinstall Park	\$28m
Stage 2 Kirkwood Road	\$38.4m
Clarrie Hall Dam Raising	\$64m
Renewable Energy Projects	\$6.1m
Knox Park Amenities and Entry Plaza	\$1m

PROJECT DETAILS

1. Northern Rivers Rail Trail – Tweed Stage

Project Summary

The Tweed stage of Northern Rivers Rail Trail involves the re-development of 24 kilometres of disused rail corridor from Murwillumbah to Crabbes Creek creating a shared use Rail Trail. The Tweed segment is seen as a core component of the Northern Rivers Rail Trail as it will connect the regional centre of Murwillumbah with the villages of Stokers Siding, Burringbar, Mooball and Crabbes Creek.

Stage 1 from Murwillumbah Station to the Tweed Regional Art Gallery is completed in terms of detailed design and the planning application is nearing finalisation.

The Rail Trail would attract valuable tourism to the area and the increase in visitor numbers will sustainably assist in growing the regional economy, increase employment opportunities and improve the socio-economic wellbeing and physical environment of the Northern Rivers community. The Rail Trail would also facilitate active transport and recreation options for residents.

Project Scope

The works to complete the Rail Trail would take three main stages and be undertaken over a two year period. The first stage is the preparation of the Rail corridor which involves clearing the current overgrown rail line, removal of rails, rotten timbers and rehabilitation of stormwater drainage systems. A detailed inspection, survey and final design will then be prepared. Stage two involves the formation of the Rail Trail where the Trail itself will be defined by forming pavements, sealing and forming links to adjacent villages and attractions. Tunnels and bridges will also be retrofitted or rehabilitated to ensure suitability for pedestrians and cyclists. Lastly, the Trail is then prepared with interpretive signage, furniture and fencing. Local volunteer organisations will assist with bush regeneration.

Council intends to complete design of the project in-house using Council's Design Unit and deliver construction through an external contractor managed by Council's Infrastructure Delivery Unit. Council has extensive policies and procedures in place to manage all aspects of the project.

Budget Summary

Estimated Expenditure		
Prepare rail corridor	\$1,713,208	
Form rail trail	\$10,126,169	
Install trail furniture, signage and fencing	\$1,196,161	
Total Expenditure		\$13,035,538

Concept Design

Northern Rivers Rail Trail - Tweed Stage 25km Easy

First step of the northernriversrailtrail - Murwillumbah-Mullumbimby-Byron Bay-Bangalow-Lismore-Casino



Planning and Environmental Approvals

The NRRT-Tweed Stage would be assessed under Part 5 of the EP&A Act to determine whether the proposal is likely to have a significant impact on the environment. The assessments listed below would be included into a Review of Environmental Factors (REF) report.

Stage 1 approval application is 98% complete and could readily be finalised.

Specific assessments that are likely to be required to support the REF (in addition to general impact assessments) are summarised in the table below.

ASSESSMENTS	
Required Assessment / Approval	Responsibility / Comment
Preliminary Aboriginal Cultural Heritage Assessment (Due Diligence Assessment)	Prepared by TSC Design Unit
Statement of Heritage Impact (SOHI)	Prepared by an external Heritage Consultant
Preliminary Site Investigation (Contaminated Land)	Prepared by TSC Design Unit
Flora and Fauna Assessment	prepared by TSC Design Unit
Noise and vibration Management Plan	prepared by TSC Design Unit

ASSESSMENTS	
Required Assessment / Approval	Responsibility / Comment
Aquatic habitat assessment (to support Fisheries permit application for proposed waterway crossings)	prepared by TSC Design Unit
Assessment of Commonwealth matters of National Environmental Significance	prepared by TSC Design Unit
PERMITS / LICENCES / APPROVALS	
NSW Fisheries Permit	Required for any works within bed and banks of a waterway
NSW Land and Property Management Authority – Short-Term Licence	For works within a Crown Land waterway (subject to further detailed design)

In Round 3 of the NSRF Council submitted an application for the Tweed Stage of the Northern Rivers Rail Trail with a grant value of \$6.4 million. This application was unsuccessful. Council officers have received feedback from the Department that the application was unsuccessful as we were unable at the time to obtain commitment from the NSW State Government for matching funding. The Department has advised that they would accept "*a letter of commitment from the State Government in a future application*". Given that the poles and wires funding will soon be available it is considered appropriate that the NRRT project be resubmitted as a BBRF project.

2. Clarrie Hall Dam Raising

Project Summary

A study has been undertaken by NSW Public Works to determine the optimum size of Clarrie Hall Dam. It determined the optimum size of the dam was 43,000 ML based on raising the dam wall height by 8.5m to a dam wall height of 70m AHD.

The secure yield of the raised Clarrie Hall Dam has been estimated by NSW Urban Water Services after undertaking stream flow estimation for both present flows and flows adjusted for climate change, and modelling the behaviour of the dam within licenced operating conditions. The modelling estimated the 2030 secure yield as 22,700ML/a. The raised Clarrie Hall Dam would be able to provide adequate water supply to Tweed Shire until approximately 2046.

Cost estimates for the dam have been prepared by NSW Public Works. Those estimates were amended to include environmental assessment, project management and contingency for preconstruction.

As many of the factors influencing the cost of raising Clarrie Hall Dam are known, there is a higher degree of certainty with the cost estimates and there is only a small probability they could increase relative to other options. The estimated cost of all pre construction and construction activities is \$64,000,000.

As the dam already exists there would be little or no additional operating costs for the raised dam.

Project Scope

On 10 December 2015 Council resolved that:

"Based on the information currently available, Council adopts the raising of the wall of the Clarrie Hall Dam as the preferred option for future water security and proceeds with the planning approval and land acquisitions phase for the project."

To progress the planning of the raising of the dam a number of separate activities need to be completed. They include:

- Flora and Fauna studies to inform the environmental assessment of the project
- Cultural Heritage studies to inform the environmental assessment of the project
- Environmental Flow studies to inform the environmental assessment of the project
- Survey to inform the concept design
- Seismic studies to inform the concept design
- Hydrological studies to inform the concept design
- Geological studies to inform the concept design
- Concept design to inform the environmental assessment of the project
- Risk assessments and costings

Land acquisitions are currently being negotiated with affected land owners.

At the conclusion of the above studies and concept design, a planning application will be prepared and submitted seeking approval for construction.

Budget Summary

Estimated Expenditure		
Concept Design and all associated studies, acquisitions, Planning application Detailed Design and Construction	\$64,000,000	
Total Expenditure		\$64,000,000

Dams are infrastructure and are eligible under BBRF and a strong business case that demonstrates the dam's economic and social benefits would be required. However the \$10M cap on grant funding and the criteria to have the project completed by December 2019 result in this project being unsuitable for an application under this round of funding. Based on advice from the Deputy Prime Minister's Office, the BBRF appears the most suitable grant program for this project in future rounds.

This is because the objective of the alternative National Water Infrastructure Development Fund is to invest in new or augmented supplies that support regional economic growth and development and not to provide urban and potable water supplies which are the responsibility of state governments. The criteria of this fund specifically aim to avoid cost shifting in that regard.

It is recommended that Council proceeds on its dam acquisition and design brief and make application through future rounds of the BBRF

Planning and Environmental Approvals

The preliminary works described above will form the basis of a Part V Planning application including an Environmental Impact Statement (EIS) for the project.

3. Tweed Regional Accessible Playground and Park Tweed Heads (Ebenezer Park)

Project Summary

This project is for the construction of a regional park and playground based on universal design principles that enable full accessibility and social inclusion to all members of the

community regardless of age, ability or circumstances. The site for the Accessible Playground and Park is Coral Street, Tweed Heads.

The Tweed Regional Accessible Park and Playground was identified as a project under the 7 Year Plan and assigned baseline funding of \$350,000 in the Long Term Financial Plan.

The development of the Concept Design and securing grant funding for the project is an Action in the Access and Inclusion Plan 2014-2018.

The draft Concept Design was prepared by Plummer and Smith, Landscape/Art/Design in 2015.

Project Scope

The Tweed Regional Accessible Playground and Park will be designed and constructed using the principles of universal design providing access and inclusion for all members of the community as well as for visitors to the area. The Accessible Playground and Park will provide facilities, play spaces and recreational environments that cater to the needs of people with a range of physical and cognitive challenges. This means the inclusion of connecting and continuous pathways, outdoor furniture, shade and other fittings such as drinking fountains, play equipment, landscape features and both natural and constructed sensory elements specifically designed for universal accessibility. Due to the accessible design people with a range of abilities will be able to enjoy the park and play experience with their families and friends in an inclusive environment. The site will allow for the inclusion of active and passive spaces, children's play and areas for older visitors.

Budget Summary

The project can be delivered in two stages with the overall construction estimated at \$2.64m. Life cycle costs for the project have been estimated for a ten year period going forward starting at \$64,920 for 2016/2017 financial year.

Estimated Expenditure		
Stage 1	\$1,580,303	
Stage 2	\$402,465	
Design/approvals/fees contingency	\$134,400	
Contingency	\$530,000	
Total Expenditure		\$2,640,000

(*Estimate Jan 2016 plus extra 10% added for time lag to delivery)

As noted above Council current budget for this project is \$350,000 meaning that any park design would be limited to \$700,000 as a stage.

Concept Design



EBENEZER PARK access + play

Planning and Environmental Approvals

The proposal is permissible under Part V of the Environmental Planning and Assessment Act 1979. Specifically, the proposal would require a Part V Application including Review of Environmental Factors (REF) report as per Division 12 (Parks and other public reserves), Clause 65 (3) of the State Environmental Planning Policy (Infrastructure) 2007. Council's Development Assessment Unit would be the determining authority.

An exempt development memo for an all access park upgrade at the site was issued in 2014. However, the amenities facility and the parking were not included as part of the project scope. These additional elements trigger a new Part V process and application

On file is a letter of support from NSW Crown Lands (dated April 2014) given the land is Crown Land, and a note regarding support for the proposal by the Tweed Aboriginal Advisory Committee (AAC).

4. Arkinstall Park Stage 2

Project Summary

The site is located in Tweed Heads, on the junction of Cunningham Street and Oxley Street (partially a paper road) and is bounded by Kirkwood Road extension on the southern site. The western side of the site is bounded by residential properties, reserve, and the Lindisfarne Anglican School.

Council has been engaging with the community since 2002 to plan for the delivery of regional level recreation facilities across the Shire. A key recommendation identified in the initial strategies included the development of Arkinstall Park, Tweed Heads as a regional

sports hub for the Shire. The subsequent layers of planning have continued to refine the concept and master plan as outlined below.

2002: Tweed Shire Open Space Infrastructure Policy:

2002: Contribution Plan 26 – Shirewide/Regional Open Space:

2005: Regional Sport and Recreation Facilities Plan:

2008: Feasibility and Master Plan Study for Proposed Regional Sports Complex at Arkinstall Park - Tweed Heads.

2015: Arkinstall Park Stage 2 Feasibility Study and Concept Plan

This project will provide improved regional level sporting facilities in Arkinstall Park, primarily providing facilities for higher levels of competition, such as enabling state level competitions for netball, and providing a regional tennis facility which complies with the facility requirements identified by Tennis Australia/NSW. Future stages will provide regional football and indoor facilities. The project will provide improved parking on site, and recreation facilities for families.

A program of use was developed based on the demand assessment and financial projections developed based on this program and suggested fees. The program as proposed will result in a total of 351,360 participants and spectator visits per year.

The facilities offered in the centre will cater to a broad cross section of the community fulfilling wide ranging community needs and catering to a broad range of interest groups, special needs, demographic and socio economic profiles.

Demographic analysis identified the trend toward an aging population in the Tweed Shire. This is reflective of the social trend identified in the Tweed Youth Strategy (Tweed Shire 2013) that a high proportion of young people leave the Tweed Shire when they reach 18 to access employment, study and other opportunities.

A regional sport centre presents an opportunity to engage this age group with participation and employment opportunities in coaching, training or facility management. In addition, the aging demographic triggers demand for indoor programs and social activities that are affordable and close to home.

Stage 1 of the project has been completed and has included such features as netball building and court upgrades, new tennis building, lighting and courts and construction of formalised car parking and access roads.

Scope of Project

The scope of this project encompasses project delivery planning, detailed design and Part V approvals

In 2014/2015 council undertook a feasibility study and concept plan process for stage 2 of the Arkinstall Park Regional Sports Centre which includes:

A multi-purpose indoor facility with the following components:

- Three sprung timber floor courts suitable for regional competition level basketball, futsal and indoor netball.
- One equivalent court purpose-built for gymnastics including training pits provided for all vaulting and parallel beam training. Also used for activities such as parkour, indoor rock climbing, diving training etc.
- Two multi-purpose rooms to cater for group fitness and spin activities, or be a social space directly associated with the soccer pitch No 1.
- A dedicated gymnasium, to cater for cardio and weight training/ fitness.
- A crèche/occasional care space has been provided for, including outdoor play space.
- A centre operated sports administration area, as well as independent sports offices for local sport programming or club admin.
- A precinct managed cafe which can cater for both stadium (indoor) and outdoor patrons.
- Spectator seating (telescopic stadia seating) in both the gymnastics hall and sports hall to cater for both training and competition usage.
- Associated break out areas to assist with event marshalling or game day competitions. These break out spaces can cater for both indoor and outdoor events.
- Future expansion area (to the south) for at least 1 additional court and gym space.

An outdoor football spectator venue and associated spaces with the following components:

- Four grass pitches suitable for regional competition level soccer- football, (to FIFA 2014 pitch standards) to serve rugby league, rugby union and touch football.
- Under cover seating at 300 seats at pitch no. 1. 200 at pitch no. 2 and 100 at pitch no. 3 and 4.
- Provision for State and regional matches for amateur competition i.e. state youth championships.
- A separated 'soccer' dedicated canteen and amenities (located between pitches 2 and 3 to minimise distance of travel to the stadium).
- Civic hub/piazza at the frontage of the stadium connects the soccer precinct to the northern Tennis and Netball Precinct.
- Family BBQ area amongst shaded landscaped area.
- Team and spectator covered seating for all soccer pitches.
- Landscape buffer to all adjacent properties is a minimum depth of 15m.
- Car park has an additional 240 spaces in the east and 61 spaces to the north.
- Court expansion space to the south.
- Sport lighting to 250 lux is proposed to the southern 3 pitches. No lighting will be provided to pitch No. 4 to ensure no light spread (pollution) to the adjoining residential properties to the west of soccer pitch No. 4.
- External storage zones have been provided to all individual soccer pitches.

Concept Design



Budget Summary

All funds in Section 94 Contribution Plan 26 Shire wide Regional Open Space were committed to the recently completed Stage 1 of the project. The Plan is reliant on contributions received from development (primarily residential) and is unlikely to have sufficient funds to complete the works listed below, with significant grant funding.

Estimated Expenditure

Upgrades to 3 sports fields, including turf, spectator facilities and lighting, other external works	\$7,518,000	
Sports Stadium/ multi-purpose indoor facility	\$13,470,000	
Environmental Sustainable Design	\$630,000	
Contingency	\$2,151,000	
Professional and Authority Fees	\$2,330,450	
Total Expenditure		\$28,100,100

Given Section 94 funds were fully expended for Stage 1 Council is not in a position at this time to provide matching funding as required by the Grant criteria.

Planning and Environmental Approvals

All works identified as deliverables in Stage 2 are Permissible without Consent under the State environmental planning policy 'Infrastructure' 2007, Division 12 Parks and Other Public Reserves, Clause 65. This means that the project falls under Part V approval of the EP&A Act.

Planning Approval	Additional Reports	Status
EPA Act Part V Approval		Approval Required.
	Feasibility & Master Plan Study	Completed.
	Stakeholder & Community Consultation	Undertaken as part of Master Plan Study. Community engagement Undertaken as part of Stage 1.
	Cultural Heritage Assessment	Undertaken as part of Stage 1.
	Environmental Assessment	Undertaken as part of Stage 1.

5. Kirkwood Road and Pacific Highway Interchange, Ramps Stage 2

Project Summary

This project was identified as part of the 2006 Lower Tweed Heads Pacific Highway Traffic Master Plan.

Council has completed construction of Stage 1 being the eastern section of the Kirkwood Road project. This includes the eastern Kirkwood Road extension, eastern interchange, south bound on ramp and south bound off ramp completed in 2013 at a cost of approximately \$18m funded by Council and the RMS.

Stage 2, being the western section of the Kirkwood Road project which includes the east west highway overpass, northbound off ramp, western interchange and the Kirkwood Road link to Fraser Drive remains unfunded at this time and is the subject on this report.

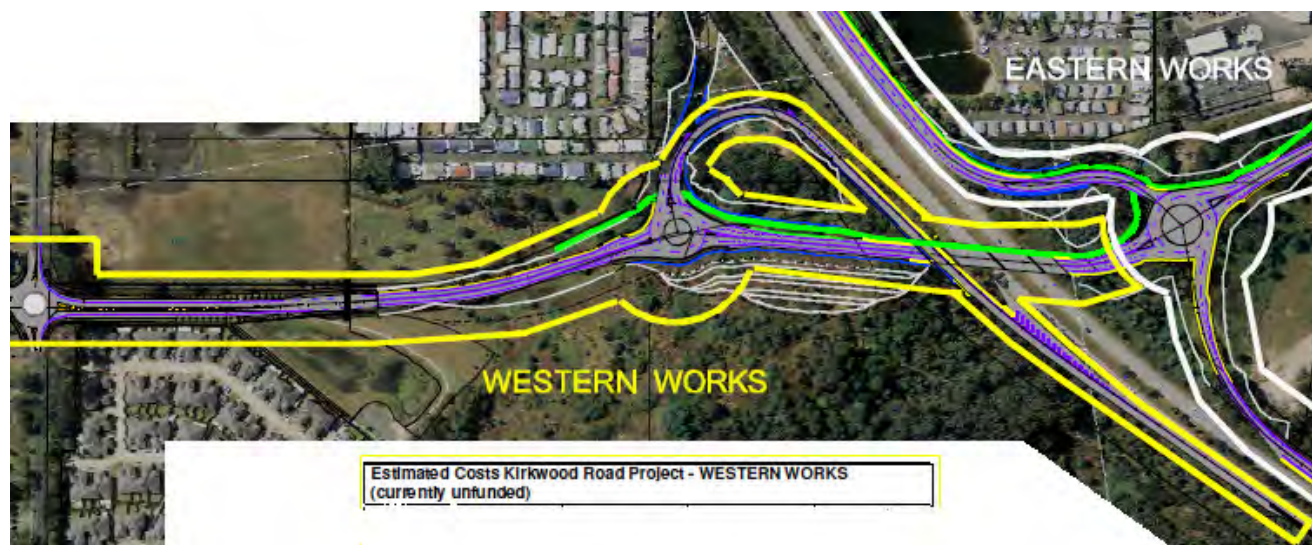
Stage 3 involves the construction of dual service roads between Kirkwood Road and Kennedy Drive parallel to the Highway which completes the ultimate road configuration identified in the Masterplan. This work has been separated from the Stage 2 above as no design has been completed or approvals obtained.

There are significant benefits in constructing the full east west Kirkwood Road and interchanges project, these benefits include; providing commuters with alternative routes for access/egress to/from the Pacific Highway, subsequent reductions in traffic flow along Dry Dock Road and Kennedy Drive east of the Pacific Highway and alternative access to the South Tweed Heads Business District.

Scope of Project

This project will provide Council with a progressive transport link in its future transport system. An additional benefit of the project will be that it provides further incentive for progressive development of the South Tweed Heads area whilst catering for the anticipated population growth of the Tweed.

Concept Plan



Budget Summary

The Regional Development Australia (RDA) funding request would be for the Stage 2 Western Section Only.

Estimated Expenditure

Western Section Stage 2	Upper Estimate	
Estimated Cost based on Conceptual Design	\$28,003,000	
Finalise bridge design and construction technique risk	\$6,500,000	
Rock anchors and geotechnical support of major cutting risk	\$3,900,000	
Remove and remediate unsuitable ground	\$975,000	
Total Expenditure		\$38,403,000

*Original estimate from 2011 report has been increased by 30%

Council would entirely exhaust its Tweed Road Contribution Plan (TRCP) funding in providing matching funding to this project and would still fall short in the order of \$18million as the Federal Government will provide a maximum of \$10 million funding. Therefore, this project is unable to proceed to a grant application.

Planning and Environmental Approvals

The Kirkwood Road Project including Stage 1 and Stage 2 from Fraser Drive west of the Pacific Highway to Minjungbal Drive to the east and highway on and off ramps was approved subject to conditions on the 19 May 2011 (Approval Reference PTV10/0032). Project approval was pursuant to Part 5 of the *Environmental Planning and Assessment Act 1979*. A summary of Approval details, including associated permits to disturb Aboriginal Cultural Heritage, are provided in Table 1 below.

Table 1: Summary of project approvals and permits

Planning Approval	Approval Type	Status
Environmental Planning and Assessment Act, 1997 (EP&A Act)	Part 5 Assessment including Review of Environmental Factors (REF) Report	Project approval (Stage 1 and Stage 2) issued 19 May 2011 (reference: PTV10/0032)
NSW National Parks and Wildlife Act 1974	Aboriginal Heritage Impact Permit (AHIP) to remove a scarred tree	AHIP number 1126652 issued 26 May 2011.
	AHIP Variation to disturb areas west of Pacific Highway	AHIP Variation Notice No. 1131922 issued 12 March 2013

6. Tweed River Bank Stabilisation

Project Summary

The severity of river bank erosion in the Tweed estuary varies considerably; however overall, the scale of the problem is large.

River reaches with the most severe and continuous bank erosion are located between Murwillumbah and Stott's Island, primarily adjacent to the Tweed Valley Way and Tumbulgum Road. Within this river reach, erosion is predominantly impacting on road reserve, as opposed to private land or public open space.

This project is identified in the Tweed River Estuary Bank Management Plan 2014 which also provides a schedule of works to stabilise river bank erosion on public land (to be undertaken by Council), as well as updated design advice for works required on private land.

The plan has been developed based on the following principals:

- Environmental values of the riparian environment will be protected and enhanced.
- High value public infrastructure and public open space will be protected.
- The visual and recreational amenity of the river environment will be protected and enhanced.
- Where practical, vulnerable river banks will be managed to increase their resilience to erosion through pre-emptive erosion management.

The range of bank stability conditions has been mapped to inform the preparation of the management plan.

It is estimated that there is 5,800 metres of roadway within the priority reach that is at risk of being affected by bank slips within the next five to ten years.

Project Scope

Undertake riverbank stabilisation works based on the Report's findings. In the case of TSC managed land adjacent to roads, the total bank length equal to or less than 7.5 m of the road edge is 10,667 m. The portion of this overall total where erosion is severe is 5,800 metres. It is likely that a large proportion of this length will need to be structurally stabilised.

Wherever possible, design options will include the principal of providing rock fillets to encourage mangrove colonisation of the bank toe in addition to full structural protection of

river banks. Bio-engineered designs that maximise ecological and amenity values should also be utilised where feasible.

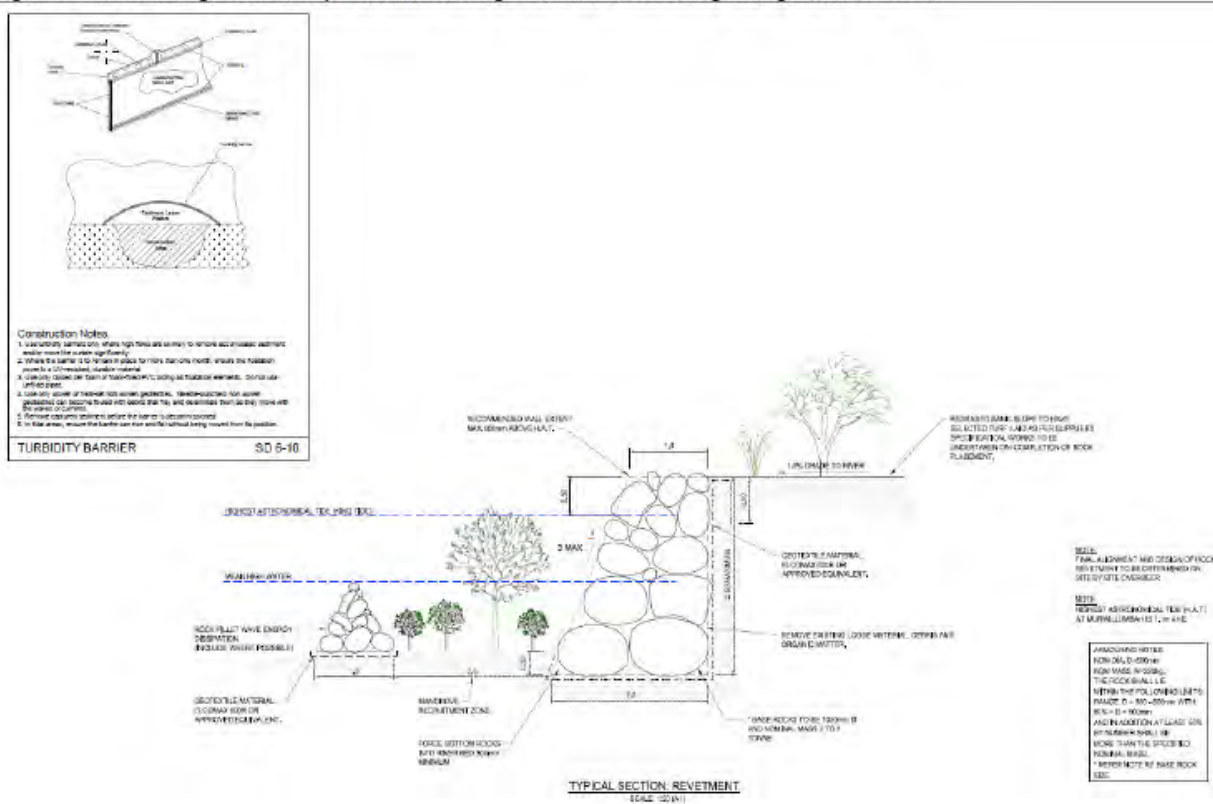
Budget Summary

At an estimated cost of \$1500 per lineal metre to stabilise river bank erosion (based on the average cost per metre rate of erosion stabilisation work recently undertaken by Council), the total cost to stabilise severe erosion adjacent to roads could be as much as \$9,000,000 over ten years. Maintenance costs would add to this figure.

This project can be staged over several years. Council does not have matching funding at present, however, may be able to undertake smaller sections at a cost of approximately \$1-2 million by reprioritising other projects currently in Council's Works Program.

Concept Design

Figure 7. Full bank height structural protection including a rock fillet to encourage mangrove recruitment.



(*From the Tweed River Estuary Bank Management Plan 2014)

Planning and Environmental Approvals

When river bank erosion stabilisation projects involve earth works or the placement of rock or any other material into a waterway, approval and permits are required to be sought from Council and a number of state government agencies.

The types of approvals required are different for Council and private land owners. For private landowners, the approval pathway is different when works are in tidal and non-tidal waters.

Council Work

Council is required to seek a Part V activity approval for river bank stabilisation projects. Part V approval requires the undertaking of a review of environmental factors (REF). The REF process is aimed at identifying and assessing the significance of any potential impact of the proposed project on matters such as flora, fauna, water quality, cultural heritage etc.

If works are to be undertaken on Crown Land (or within a Crown waterway reserve), land Owners consent to lodge an application to undertake the activity must be sought from the Department of Lands. Upon receipt of an approval to undertake works, a temporary license to occupy the Crown land and undertake the works must also be sought. If works are to be undertaken within a waterway, a permit from the NSW Department of Primary Industries Fisheries must also be sought. This process is applicable for works in both tidal and non-tidal waterways.

Work on Private Land

The Tweed LEP 2014 is the planning instrument that defines the permissibility and approval process required for work and activities in the Tweed Shire. Advice should be sought from the Tweed Shire Council Development Assessment Unit for works within a tidal area, or from the NSW Office of water in non-tidal areas.

7. Kennedy Drive Interchange with Pacific Highway Upgrade

Project Summary

As the interchange approaches capacity in the morning and afternoon traffic peak periods it would be an advantage to bring forward the future interchange upgrade. The work would involve roundabout upgrades or coordinated signalisation of the current “dog bone Intersection” including additional slip lanes.

The upgrade would include additional left turn slip lanes, upgrades and alterations to existing traffic lanes to optimise capacity, roundabout upgrades or signalisation of the eastern and western Highway ramps. Detailed concept design work and traffic modelling has been completed for this project.

Project Scope

The project includes road widening between the Highway ramps, traffic signal at the eastern and western ramps, altered traffic lanes and possible signal coordination with the Ducat Street signals.

Council is currently reviewing the Tweed Road Development Strategy (due for completion end of 2016/2017) and this will likely confirm this project as one of the priorities in the Shire's Distributor Road network as well as the final configuration of the interchange.

Budget Summary

The estimated cost of this project based on estimates in the Tweed Distributor Roads Contribution Plan is:

Estimated Expenditure		
	Upper Estimate	
Design & construction	\$6,000,000	
Total Expenditure		\$6,000,000

Matching funding can be provided from Section 94 TRCP.

Planning and Environmental Approvals

No work has been undertaken on preparing required applications at this time.

8. Renewal Energy Projects

Project Summary

A suite of potential renewable energy projects has been compiled.

The projects represent an opportunity to reduce Council's operating costs and help to make Council "fit for the future".

The project would require \$6.1M of capital funding to install 1.85MW of solar capacity at eight key (high energy using) sites around Tweed Shire:

1. Banora Point Wastewater Treatment Plant: 938kW ground-mounted solar
2. Kingscliff Wastewater Treatment Plant: 500kW ground-mounted solar
3. Bray Park Water Treatment Plant and Water Pump Station 2: 142kW rooftop solar
4. Hastings Point Wastewater Treatment Plant: 100kW ground-mounted solar
5. Tweed Regional Aquatic Centre Murwillumbah: 60kW rooftop solar and 44kW battery storage
6. Murwillumbah Civic Centre: 60kW rooftop solar
7. Tweed Heads Library & Civic Centre: 25kW rooftop solar
8. South Tweed Pool: 30kW rooftop solar

Project Scope

To provide renewable energy generated by solar panel installations at the above sites. These projects could make up to 15% of Council's total energy and take a significant step towards Council's objective of becoming self-sufficient in renewable energy. Item 7 is funded as part of the current refurbishment and upgrade of the Tweed Heads Library & Civic Centre however the exact value is not known at this time.

Budget Summary

The estimated cost of this project is based on preliminary estimates of project scope and costs from the identified sites.

Estimated Expenditure

Design & construction	\$6,100,000	
Total Expenditure		\$6,100,000

With the exception of Item 7, which is funded, these are only preliminary estimates and no funding towards these projects has been allocated at this time. A feasibility study for installation of solar at the Banora Point Wastewater Treatment Plant is planned but is yet to commence. It may be possible to reallocate existing program funds to allow \$100,000 to be allocated towards the two Swimming Pool items but given the general unavailability of matching funding this project is not at a stage where it meets the grant funding criteria.

Planning and Environmental Approvals

No work has been undertaken on preparing required applications at this time.

9. Knox Park Amenities and Entry Plaza

Project Summary

At its meeting on 19 June 2014, Council adopted the Knox Park Master Plan which provided for the stage revitalisation of Knox Park. Stage 1 consisted of the adventure playground and youth precinct were completed in 2016. Stage 2 would involve the construction of a new central amenities block, demolition of the old toilet blocks and construction of an entry plaza at the intersection of Brisbane and Wollumbin Streets, Murwillumbah.

Project Scope

The works proposed form part of the Stage 2 development.

Budget Summary

The estimated cost of this project based on the concept plan in an amount of \$1million.

Estimated Expenditure		
Design & construction	\$1,000,000	
Total Expenditure		\$1,000,000

Matching funding of \$500,000 is available in Council's current budget for this project and, therefore, could be a suitable for funding under the current grant. However, demonstrating economic and social benefits to the Tweed Region may be problematic.

Planning and Environmental Approvals

A Part V application has been lodged for the construction of the new amenities building and demolition of the old toilet blocks. Part V application may be required for the entry plaza component following completion of the concept design.

OPTIONS:

In keeping with council's previously identified priorities that have been submitted to the RDA and cognisant of the criteria under the BBRF there are only four real options for council to consider in this Round, being:

1. Northern Rivers Rail Trail - with matching funding from the State Government.
2. Kennedy Drive Interchange - with matching funding from the TRCP
3. All Access Playground at Ebenezer Park - A significantly scaled back and staged with a current budget of \$350,000. Council could consider reprioritising other projects in the Community Services and Recreation Services areas to increase this allocation to scale the project up with matching funding from the Commonwealth.
4. A staged Tweed Riverbank Stabilisation Project - with matching funding from reprioritising of other projects with in the Works Program.

If Council were open to considering a project not previously identified but included in its Delivery Program - being the Knox Park Public Amenities and Entry Plaza - a fifth project is open for consideration.

The options are to identify Council's preferred project from the above list of projects and submit them to the Building Better Regions Fund. Council has the option to submit up to two projects for consideration in this Round of funding.

CONCLUSION:

This report recommends that Council resolve to submit the Northern Rivers Rail Trail – Tweed Section and Kennedy Drive Interchange Projects for funding as these projects are able to be undertaken holistically in accordance with Council's previously resolved position

Should one of these projects be substituted it is suggested that consideration be given to the Knox Park Amenities and Entry Plaza project.

These projects provide the best opportunity to demonstrate all aspects of the criteria sought.

COUNCIL IMPLICATIONS:

a. Policy:

Corporate Policy Not Applicable

All identified projects are either a resolved position of Council or included in its Community Strategic Plan and Tweed Road Development Strategy.

b. Budget/Long Term Financial Plan:

Funding as per the amounts detailed within the report.

c. Legal:

Not Applicable.

d. Communication/Engagement:

Inform - We will keep you informed.

UNDER SEPARATE COVER/FURTHER INFORMATION:

Attachment 1.

Building Better Regions Fund – Infrastructure Projects
Stream – Program Guidelines (ECM 4338292)
