

Addendum to ENVIRONMENTAL ASSESSMENT

PROJECT: STAGED SUBDIVISION TO CREATE 7 RESIDENTIAL
LOTS PLUS RESIDUE LOT

LOCATION: 42 Iluka Road,
Woombah NSW

PROPONENT: Mr. Barry Dowman

Statement on Validity of the Addendum to Environmental Assessment

This Addendum to the Environmental Assessment dated August 2006 has been prepared in relation to Project Application No. 06_0115, which relates to a proposed staged subdivision to create 7 residential lots plus 1 residue lot at 42 Iluka Road, Woombah. The information contained in the Addendum is neither deliberately false nor misleading. It has been compiled from file notes, correspondence and reports prepared by appropriately qualified consultants.

.....
Edmund Lawrence Munday
BSurv (UNSW), Grad DURP (UNE), MIS, MPIA
Registered Surveyor (NSW)
Certified Practising Planner

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6. DEVELOPMENT CONTROL

6.8 Development Control Plans

- **Parking DCP**

The requirements of this DCP are limited to that presented in the table below: -

Sec. 3.0 - What are the Parking Requirements for Development?		
3.1 Residential Development - one (1) parking space to be provided behind front building line	Complies	Whilst this requirement needs to be satisfied at dwelling application stage, it is noted that each proposed lot comprises no less than 4000m ² in area, and is therefore easily able to accommodate a 2.4m x 5.4m (i.e. 13m ²) parking space.

10. VEHICULAR ACCESS

The assessment below has been prepared with general reference to the matters listed in Table 2.1 of the RTA's *Guide to Traffic Generating Developments* (1993).

10.1 Iluka Road's Pre-Development Traffic Conditions

ERM Mitchell McCotter (*Townsend and Gulmarrad traffic study*, report prepared for Maclean Shire Council, June 1997) have previously determined levels of service (LOS) for the Townsend & Gulmarrad localities using road capacity elements such as sealed width, speed limit, land use, terrain and alignment. Woombah village is considered to exhibit similar patterns of residential settlement and road service. The LOS adopted is presented below: -

Levels of Service for Urban & Semi-rural Roads

TERRAIN CATEGORY	LEVEL OF SERVICE	TOWNSEND & WOOMBAH AADT		
		6m Seal	8m Seal	12m Seal
Level	A	2260	2990	3910
	B	4010	5280	6910
	C	6380	8410	11000

Source: ERM Mitchell McCotter (1997 Tables B.1 & B.2)

Traffic volume trends (AADT), derived from mechanically obtained axle counts along Iluka Road, near the Pacific Highway and the Wharf Street intersections, are compared below with the population trends of Iluka and Woombah: -

Trends in Traffic Volumes & Population Growth

YEAR	1967	1970	1974	1976	1978	1981	1982	1986	1991	1994	1995	Predicted for 2006
										Xmas hols.		
TRAFFIC ENTERING & EXITING ILUKA ROAD AT PACIFIC HWY												
AADT by RTA	370	390	410		790		1240	1305			1608	2004
AVG. ANNUAL INCREASE %			1.5%				13.8%				2.0%	2.0%
ILUKA'S POPULATION												
By Census				789		1391		1478	1790			
AVG. ANNUAL INCREASE %						10.9%			2.7%			
COMBINED POPULATION OF WOOMBAH & CHATSWORTH ISLAND												
By Census				477		660		672	737			
						6.5%			1.1%			

YEAR	1967	1970	1974	1976	1978	1981	1982	1986	1991	1994	1995	Predicted for 2006
										Xmas hols.		
ILUKA ROAD TRAFFIC WEST OF WHARF STREET INTERSECTION												
										1704	1539 by dedn.	1918

Sources: Dept of Main Roads (1986), T. Donohue (RTA – pers. comm.. 1997), and P. Dawson (Maclelean Shire Council – pers. comm. 1997), *Maclelean LGA population – 1976 census* (undated), *Maclelean LGA population – 1981 census* (undated), *Maclelean LGA population – 1986 census* (undated), Markotsis (1994, *Community profile of community services & area assistance scheme priorities for the Maclelean Council*, report prepared for Maclelean Shire Council)

Since 1967, increased traffic use of Iluka Road has occurred in distinct phases. Between 1974 and 1982, traffic use rose as consequences of: -

- the introduction of mechanical sugar cane harvesting and ancillary road transport haulage;
- the upgrading of the Iluka Golf Course and the Iluka Bowling Club;
- the use of Goodwood Island wharf;
- the significant growth of Woombah and Iluka as residential settlements.

Since 1982, rates of traffic increase have reduced to 2% annually, to coincide with moderate rates of population growth for Iluka (2.7%) and Woombah (1.1%). This rate is expected to be maintained because of Iluka's isolation, the lack of an alternative traffic route, the unlikely expansion of the Goodwood Island wharf, and the unlikely development of any other major facility within the Iluka Road catchment. This is reflected in the traffic volumes predicted for 2006.

An inventory of existing road capacity elements of Iluka Road at the proposed West Street intersection discloses the following: -

**Existing Road Inventory for Iluka Road
(i.e. at West Street intersection)**

Seal Width	6m – 7m
Speed Limit	50kph
Terrain Category	Level
Alignment	Straight
Current AADT	1918 - 2004
Level of Service (LOS)	A

The table shows that Iluka Road provides at least an 'A' LOS whereby "a condition of free flow" ... exists ... "in which individual drivers are virtually unaffected by the presence of others in traffic stream" ... and where ... "the general level of comfort and convenience provided is excellent" (ERM Mitchell McCotter 1997 Appendix B).

10.2 Iluka Road's Post-Development Traffic Conditions

The proposed development is predicted to increase the current AADT by 63 (i.e. 7 additional lots @ 9 daily vehicle movements per dwelling) to 2067 in the worst case. On this basis, the development will not affect the present 'A' category Level of Service of Iluka Road at the West Street intersection.

It is noted that this was recognized at the pre-lodgement Focus Meeting of 2/4/2003 involving Council and the RTA, from which the need for a Type B intersection to service the proposal from West Street was determined. This is further confirmed in Clarence Valley Council's Draft Conditions (viz. Condition C7.17) issued on 1/7/2004 as part of the Council's advice to DIPNR for DA19-1-2004. The proposal includes the provision of a Type B intersection at Iluka Road.

17. FIGURES

Figure 1: Existing Site

18. APPENDICES

Appendix I: Draft Conditions for DIPNR DA19-1-2004

(Clarence Valley Council - dated 1/7/04)

Reference: P01025
Contact: Rob Donges

Sri



1 July 2004

GENERAL CORRESPONDENCE:
Locked Bag 23
GRAFTON NSW 2460

ADMINISTRATION CENTRES:
Copmanhurst Office
PO Box 434
GRAFTON NSW 2460
Tel: 02 6642 2855
Fax: 02 6643 1573

Department of Infrastructure, Planning
& Natural Resources
GPO Box 3927
SYDNEY NSW 2000

Attention: Sri Soerono

Grafton Office
Locked Bag 23
GRAFTON NSW 2460

Dear Madam,

RE: DA19-1-2004 – 42 ILUKA ROAD WOOMBAH 12 LOT SUBDIVISION

02 6643 0200
02 6642 7647

Council refers to your letter dated 12 May 2004, requesting any comments on the abovementioned development application.

Maclean Office
PO Box 171
MACLEAN NSW 2463
Tel: 02 6645 2266
Fax: 02 6645 3552

As requested, please find attached Council's conditions to be placed upon the approval for the 12 lot subdivision upon Lot 24 DP1055427 and Lot 1 DP572076, Iluka Road, Woombah.

If any further information is required please contact Mr Rob Donges in Council's Environment and Planning Department.

Pristine Waters Office
PO Box 51
SOUTH GRAFTON NSW 2460
Tel: 02 6641 7200
Fax: 02 6641 7271

Yours faithfully

Rob Donges
Director of Environment and Planning

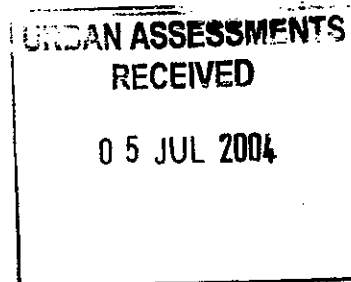
BUSINESS UNITS:

No. 1 past Water
Box 211
MACLEAN NSW 2463
Tel: 02 6645 3300
Fax: 02 6645 3630

Clarence Valley
Floodplain Services
PO Box 436
GRAFTON NSW 2460
Tel: 02 6642 3277
Fax: 02 6642 3108

www.clarence.nsw.gov.au

ABN: 85 864 095 684



42 Iluka Road, Iluka 12 LOT SUBDIVISION - Your ref: DA-19-1-2004

CONDITIONS

C2.1 WOOMBAH CATCHMENT: Payment to Council of the contributions pursuant to Section 94 of the Environmental Planning and Assessment Act:

(a) Open Space/Recreation Facilities Contribution Plan 1993

Regional	\$75.05 x 2.6 persons x 12 = \$2,341.56	18015 003
Passive	\$71.60 x 2.6 persons x 12 = \$2,233.92	17985 001
Active	\$303.70 x 2.6 persons x 12 = \$9,475.44	17985 002

(b) Community Amenities & Services Contributions Plan 1993

Regional	\$53.80 x 2.6 persons x 12 = \$1,678.56	16880 800
Local	\$113.95 x 2.6 persons x 12 = \$3,555.24	16880 006

(c) Photogrammetric Plan preparation of Rural Residential Areas 1993

Woombah	\$9.30 x 5.40 hectares = \$50.22	16882 000
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N.B.

The contribution(s) as assessed will apply for 12 months from the date of this approval. Contributions not received by Council within 12 months of the date of this notice **will be adjusted** in accordance with the adopted Schedule of Fees and Charges current at the time of payment.

- The contributions are to be paid to Council prior to release of the subdivision certificate.

In the event of any subsequent amendment to the approved Development Plans, the calculated contribution amounts may vary and if so will become the contribution payable.

All contribution plans are available for inspection at Maclean Council Offices, 50 River Street, Maclean.

- C3.2** The control of erosion and the prevention of silt discharge into drainage systems, street drainage systems and waterways is to be in accordance with Council's Erosion and Sediment Control DCP.
- C4.6** Prior to issue of the building construction certificate/subdivision certificate, certification by an Engineer of the placement and compaction of fill in.
- C5.1** All stormwater is to be collected within the property and discharged in accordance with Council's 'Engineering Specification for Development'.
- C6.2** The developer is responsible for any costs relating to alterations and extensions of existing roads, drainage and services for the purposes of the development.
- C6.4** The extension and provision of overhead or underground electricity main reticulation is required to service all proposed lots in the subdivision.

- C6.7 Telephone services are to be installed overhead.
- C6.8 The extension and provision of water main reticulation is required to service all proposed lots in the subdivision (Refer to Appendix A of this notice for development requirements).
- C6.14 The submission to the Principle Certifying Authority and subsequent registration of the required right of carriageway/easement for services/restrictions-as-to-users is required.
- C7.1 All roads in the subdivision are to have full road construction and bitumen sealing in accordance with Council's Development Specification – Aus-Spec.
- C7.8 Street name signs are to be provided at all intersections. (Suggest Street names are to be submitted to Council and approved prior to issue of the subdivision certificate).
- C7.9 The provision and dedication of 3 metre by 3 metre splays at all street intersections in the subdivision is required.
- C7.10 Full plans in accordance with Council's 'Engineering Specification for Development' are to be submitted, prior to the issuing of a construction certificate, showing details of all road construction, kerb and guttering, sewerage, drainage and filling requirements.
- C7.11 Works-as-Executed drawing(s) are to be submitted to Council prior to issuing of the compliance certificate.
- C7.13 The payment to Council of the schedule fee for development construction supervision is required in accordance with the adopted schedule of fees and charges current at the time of issue of the building construction/compliance certificate.
- C7.14 A maintenance bond to the value of 5% of the contract value for the works is to be lodged with Council prior to the issue of the compliance certificate/final building inspection. All work is subject to a maintenance period of six (6) months (or 12 months for development constructed on dredged material).
- C7.15 Traffic/regulatory signage to the development is to be provided in accordance with Roads and Traffic Authority standards for rural/urban roads.
- C7.16 An approved access in accordance with Council's Development Specification – Aus-Spec is to be provided to every lot. (The pipe culvert may be deleted, depending on location).
- C7.17 A bitumen seal driveway for the full length of the handle of the battle axes for proposed Lots 7 and 8 is to be provided.
1. Provision of a modified Type B intersection at the Iluka Road intersection to the development.
 2. Provision of full road construction from Iluka Road into the development.

APPENDIX A

**CONDITIONS REQUIRED FOR APPROVAL UNDER SECTION 68 OF THE LOCAL
GOVERNMENT ACT FOR WATER RETICULATION
BEING NEW WORKS, UPGRADINGS OR AUGMENTATION**

WATER

1. The obtaining from North Coast Water of a Certificate stating that the development complies with their requirements under Division 2 of Part 3 of the Water Supply Authorities Act, 1987 in regard to water works and;
2. The construction of water works is a condition of consent for the subject development. All water works to serve the development are to be in accordance with the specifications of the Director of Technical Services; and
3. A payment to North Coast Water will be required towards the cost of existing and projected works which will be of a benefit to the Development. The contribution shall be made at the time specified by Director of Technical Services.

In the event of any subsequent amendment to the approved plans the above contribution may vary and if so will become the amount required.

Attachment to Development Application No. being a reference to S.68 of the
Local Government Act 1993 (conditions for levying of water costs and constructing
water works as per Condition No.)