"PICNIC POINT"
IVOR JONES DRIVE, WONBOYN LAKE

PROPOSED 7 LOT SUBDIVISION & BOUNDARY ADJUSTMENT

Department of Planning

Director Generals Environmental Assessment Requirements

Pt Attachment 1

On Behalf of

Picnic Point Pty Ltd

Prepared by:

Surveying & Valuations

PO Box 639, Eden NSW 2551

Assessment Prepared By

Name	RW Surveying & Valuations
Contact	Maree Staight
Position	Assistant Valuer and Property Consultant
Address	PO Box 639 EDEN NSW 2551

Proposed Activity

Applicant	Mr Stephen Hills The Planning Group PO Box 1612 NORTH SYDNEY NSW 2059
Proponent Name	Picnic Point Pty Ltd
Proponent Address	C/- 16 Glen View Avenue MALVERN VIC 3144
Land on which activity to be carried out	"Picnic Point" Ivor Jones Drive, Wonboyn Lake (Lot 14 DP750222 & Lot B DP 33573) – Local Government Area of Bega Valley
Project	Proposed 7 Lot Concessional Subdivision creating 6 new allotments plus a residue, as well as a boundary adjustment of Lot B, subject to assessment by Director General, Department of Planning.

The following description has been prepared on behalf of the directors of Picnic Point Pty Ltd, in support of an application for subdivision for their property located at Wonboyn Lake, NSW.

In response to the receipt of the requirements of the Director General for consideration of the abovementioned application, please find following, our findings on those items undertaken by RW Surveying & Valuations for investigation (as listed below).

SCHEDULE 1 – KEY ISSUES

Item 4: Traffic and Access:

- *Traffic Impact Study*
- *Identify if any upgrades required to roads/junctions, Improvement works to ameliorate traffic inefficiency and any safety impacts as a result of the proposal.*
- *Details of right of carriageway easements to lots and adjoining land*

Item 7: Flooding

- *Impact of flooding on the development*
- *Impact of the development on flooding behaviour*
- *Impact of flooding on the safety of people up to and including the probability maximum flood.*
- *Safety considerations (evacuation, access, warnings etc)*
- *Any Council plans in place for evacuation/Local village plans*

Item 8: Bushfire

- *Address requirements of Planning for Bushfire Protection 2006.*

Item 9: Infrastructure and Utilities:

- *Existing capacity and requirements of the proposal*

SCHEDULE 2 – PLANS & DOCUMENTS

No. 1: Existing Site Survey Plan
No. 5: Subdivision Layout Plan
No 9: Construction Management Plan:

It should be noted that Plan Numbers 1 and 5 are submitted herewith, (Appendix 1), and Plan number 9 is also appended to this report (Appendix 3), with additional comments included herewith.

KEY ISSUES (Listed and numbered in accordance with Director Generals Requirements)

4. TRAFFIC & ACCESS

4.1 Traffic Impact Study

We have undertaken an assessment of the requirements for access into the subject property, from the Intersection of Ivor Jones Drive and Wonboyn Road.

There is very little traffic along this road, as it services less than 10 rural properties, some of which are currently vacant, and the majority of improved properties are utilised as holiday houses. Existing property accesses are indicated on the Drawing No. 0833C Sheet 1 of 3 attached as Appendix 2.

As such, the traffic flow for this road is significantly less than would be expected for a rural road servicing permanent residents. The traffic is further dispersed by the intersection of Gleeson Road, which the majority of traffic uses for access into the Village.

Based on this knowledge we recommend that if the Minister deems it necessary to upgrade Ivor Jones Drive; that passing bays be utilised, as a practical alternative to upgrading the entire length of Ivor Jones Drive, (2.2 kilometres to the property boundary), to allow for 2 Lane traffic. This practice of passing bays is used extensively within the Wonboyn area, along the major tourist routes through to Greenglades and Baycliff, providing efficient low speed traffic movement.

Our attached diagram, (Appendix 2), indicates where we believe the best sites would be for passing bays, which have also been designed to comply with Bushfire Access requirements, and be sensitive to sites of possible Aboriginal Heritage significance, which has been previously discussed with Mr Graham Moore, Aboriginal Cultural Heritage Conservation Officer for National Parks & Wildlife Service.

These discussions indicated that the passing bays should be located away from prominent ridgelines. The proposed passing bay locations are reflective of this advice.

Our diagram also shows existing contours across each of the proposed passing bays, which we believe would be a low impact means of achieving suitable traffic flow, for the low volumes expected to be utilising the road.

While passing bays are not generally taken into consideration as a means of access, several rural roads within Wonboyn use this means, including access to the two main beaches, and as such we believe would be more consistent in keeping with the existing character of the area.

In view of this information and the current sporadic use, it is not believed to be pertinent for the assessment of vehicular movements, to undertake any further assessments for this proposal.

Photographs of the approximate location of the proposed passing bays have been included within Appendix 7.

4.2 Provisions for Additional Allotments

Ivor Jones Drive is currently constructed to the western boundary of adjoining Lot B, and is not physically constructed to the boundary of the subject property.

At present, the only physical access to the subject property is by a gravel track, which traverses adjoining land to the south, through to the subject property. This physical track does not coincide with the reserved road similarly through the adjoining land, therefore not providing any formed legal access to the property.

As part of this proposal, it is necessary to provide legal and practical access to each of the proposed new allotments.

In order to achieve this, as part of the subdivision, a Public Road will be created in accordance with Bega Valley Shire Council Development Control Plan No. 2. The Public Road will extend from the intersection with Ivor Jones Drive, to just north of the southern boundary of Lot 2, where it will become a 20 metre wide Right of Carriageway, as it will only servicing 5 lots from this point.

Both road types will contain a 6.4 metre carriageway and will be constructed in accordance with the road designs prepared by SEEC Morse McVey and Council guidelines.

The Right of Carriageway will cease at the boundary of Lot 6, where it is proposed a 6 metre wide Right of Carriageway will extend from the subdivision, west to meet the powerline easement, creating a "loop" fire trail, and legal and practical access to adjoining Lot 11.

These road standards have been included within the designs prepared by SEEC Morse McVey, and meet the requirements of Planning for Bushfire Protection 2006.

7. FLOODING

(Stormwater Management addressed by SEEC Morse McVey).

Requirements of the Director General indicate that investigations should be made into the extent of the flooding of the Wonboyn River and the impact both on and by the subdivision proposal.

Councils mapping of properties within the Bega Valley Shire Council indicate flood prone land with light blue crosshatching for the extent of the flood area. Council have provided us with their map of the subject property (below), clearly showing no flood prone land, and stating:

> *" There are no features selected with information in the table 'Flood Area'."*

This indicates that Council has not recorded the subject property to be subject to flooding.

However, the surrounding properties, as indicated in the diagram below, are shown to be affected, with the light blue cross-hatching shown around the foreshore area. This area also appears consistent with the 7(b) Zone boundary, and as such, is not considered to be reliable flooding records.

It should be noted, that all site works including roads, driveways and proposed building envelopes are located outside this area, and as such, are not considered to be affected by flooding.

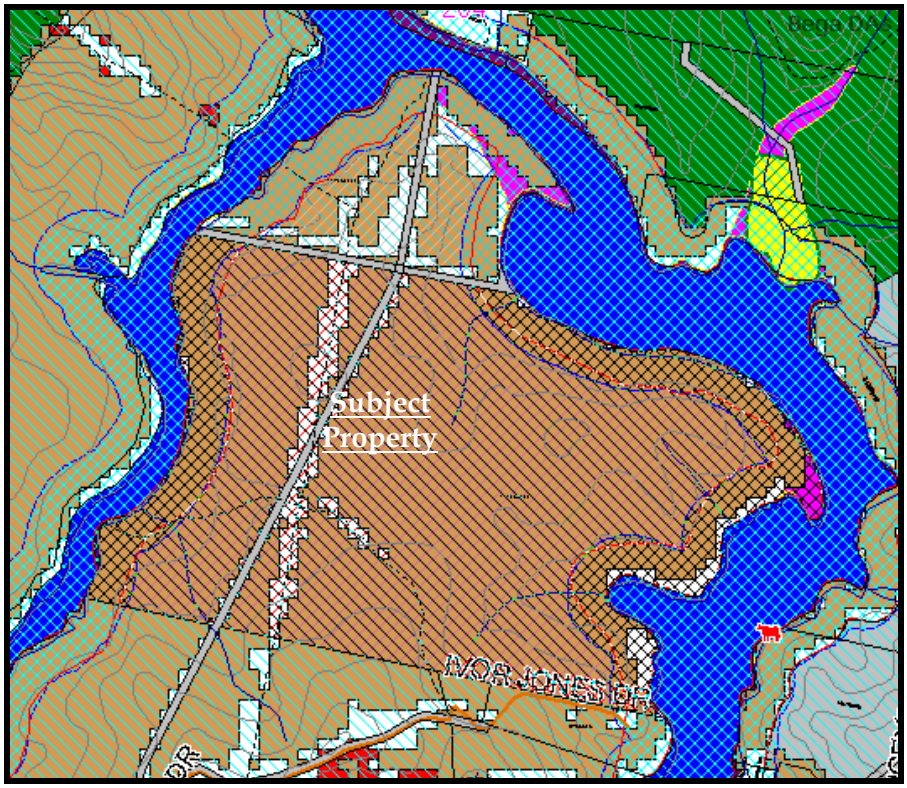


Figure 1; Bega Valley Shire Council Property Map

While it is known that the Wonboyn River does, from time to time, experience flooding, the exact extent of the rise in water levels at these times is unknown.

Enquiries with Bega Valley Shire Council have confirmed that they hold no flooding data of the Wonboyn River, again, reflected in the above map (Figure 1).

Given the small population of the Wonboyn Village, there is no current warning or evacuation plan for the town, in the event of a flood.

In the past, flooding of the main road has occurred at a frequency of approximately once annually, and can last up to 3 days, with most residents unable to leave until such time as the water levels recede.

There is a secondary access along Old Bridge Road/Mountain Road and Ireland Timms Road, which intersects with the Princes Highway approximately 5 kilometres south of the Wonboyn Road intersection, see Figure 2. However, parts of this road are generally 4WD only, and as such this route is restricted in use. There is no other alternative access.

Residents are generally aware of this situation, and given the closeness of the community, there is usually some cooperation between residents when the water levels of either of the two river crossings increase.

Bega Valley Shire Council have also recently completed an upgrade of the Watergums Creek bridge (one of the main bridges subject to flooding), in which it is believed the height was raised slightly. As these works have only very recently been completed, its ability to withstand a flood is not yet known.

This proposal is not considered to be of a magnitude in which a flood evacuation plan and/or alarm system be necessary, with the land itself not known to be subject to flooding outside the 7(b) Zone.

The proposed building envelopes on each new lot are shown with contours to be situated well above potential any flood levels of the Wonboyn River, and as such, no further studies are deemed warranted.

It should be noted that in completing this flooding assessment, assumptions made have been based on a lengthy period of local knowledge of the area and discussions with the current landowners, given the lack of recorded flooding data available for the Wonboyn Village.

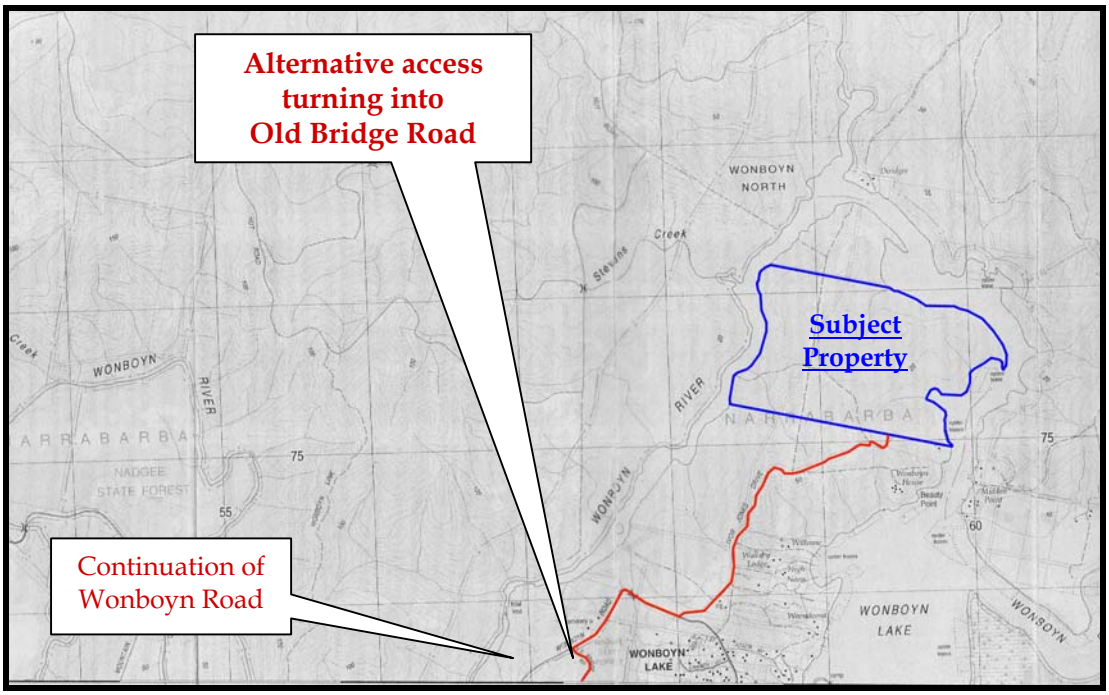


Figure 2: Secondary Flood Access from the subject property (continued next page)

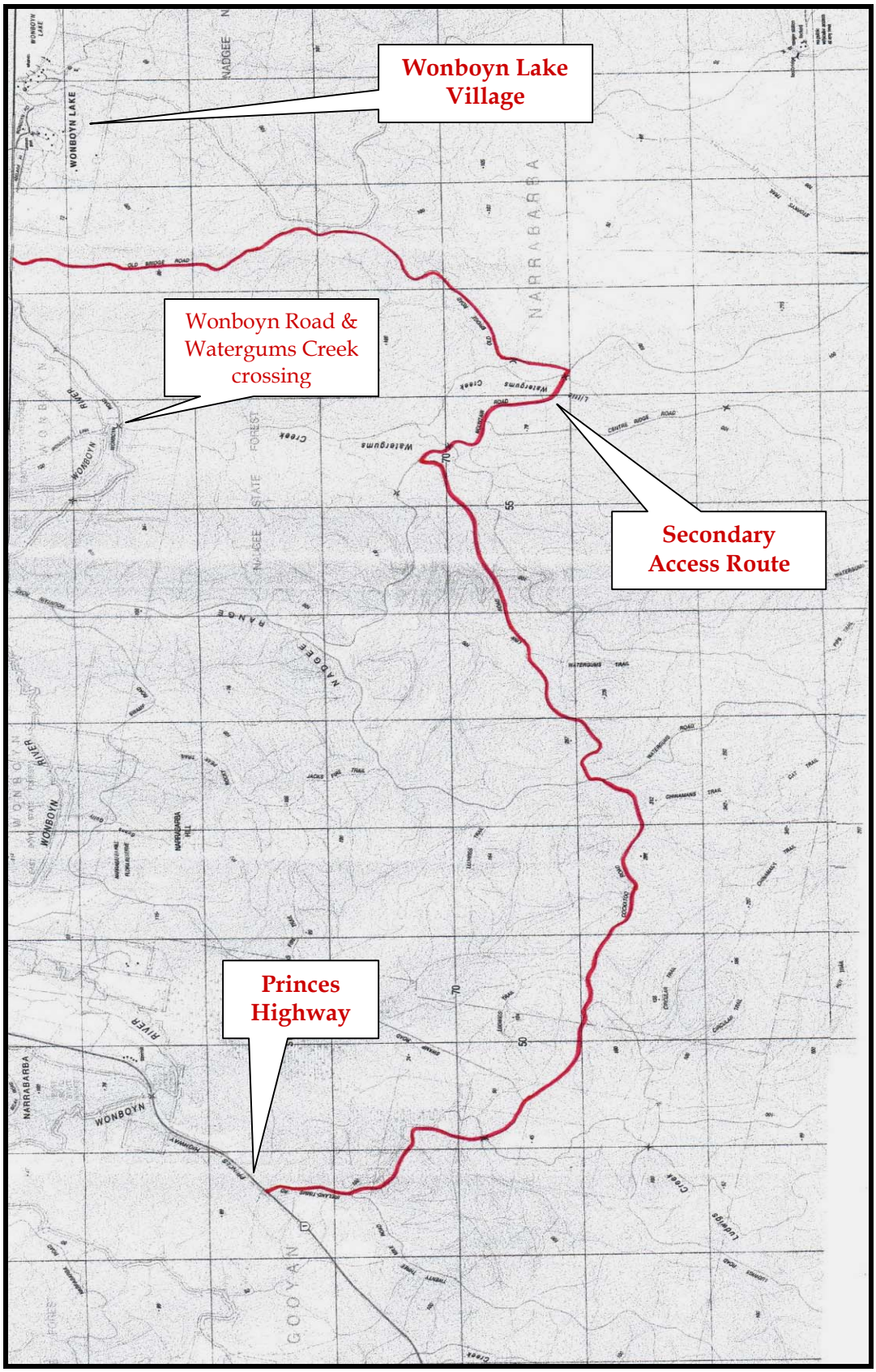


Figure 3: Secondary Flood Access Route for evacuation, leading to the Princes Highway

8. BUSHFIRE

8.1 Bushfire Risk Assessment

The Bega Valley Shire Council Bushfire Prone Land Map, which has been prepared by the Council in consultation with the NSW Rural Fire Service, and in accordance with Section 146 of the *Environmental Planning & Protection Act 1979*, identifies the subject property as being bushfire prone.

Accordingly, a Bushfire Risk Assessment has been prepared by RW Surveying & Valuations, and has been included as an appendix to this assessment, for referral to the NSW Rural Fire Service seeking a Bushfire Safety Authority under Section 100B of the Rural Fires Act 1997.

Contact has also been made with the NSW Rural Fire Service (by The Planning Group), with their comments taken into consideration as part of the Bushfire Risk Assessment.

The report concludes that the subject property is not sterilised by the Bushfire Threat, provided that appropriate precautions are undertaken. Recommendations included within the report are summarised as follows:

- *Asset Protection Zones are put in place as discussed (3.4).*
- *All buildings should be designed and constructed to a minimum Construction Level 3, in accordance with AS 3959-1999, unless the greater separation distances are complied with.*
- *The existing dwelling meet the minimum construction standard (Construction Level 1), provided that all increased setbacks are complied with, as outlined in the Bushfire Attack Assessor.*
- *Any electricity supply connections put in place for the proposed subdivision and any future dwellings should be in accordance with Planning for Bushfire Protection Guidelines (3.5.3).*
- *All future dwellings should make provisions for onsite water supply dedicated for fire fighting purposes (3.5.4).*
- *Any gas bottles to be installed onsite should be installed in accordance with the recommendations in this report (3.5.5).*
- *Landscaping should be placed in accordance with the aims of Planning for Bushfire Protection 2006, and the recommendations of this report (3.5.6).*
- *Access roads should be constructed in accordance with the recommendation (3.5.7).*
- *Clearing for asset protection zones should be sympathetic to the recommendations of the Threatened Species Assessment (3.5.8).*
- *Any comments/recommendations regarding Aboriginal Heritage items be complied with (3.5.9).*
- *Objectives of the Wonboyn Lake Village Protection Plan be complied with (4.0).*

9. UTILITIES

9.1 On-site Sewerage Management

The subject land does not benefit from reticulated sewer. As such, an On Site Sewage Management Assessment has been undertaken by SEEC Morse McVey. The content and recommendations and that report are adopted in full as the most appropriate method for sewerage water management on the site.

9.2 Water Supply

Development Control Plan No. 10 (Rural Water Supply) identifies the subject property as lying outside the reticulated water supply area for the Bega Valley Shire.

Accordingly, each new allotment will establish its own collection system for water supply. It is recommended that a minimum of 90,000 Litres be supplied for each new lot, with a minimum 10,000 Litres dedicated for fire fighting purposes, in order to comply with Bushfire Requirements.

9.3 Electricity Reticulation

Currently, an overhead HV powerline dissects the property in a north – south direction, and is the electricity feeder to the Wonboyn Village.

There is also a second powerline that runs through adjoining Lot B, which is a low voltage line that supplies electricity to the dwelling on that Lot.

From these existing lines, and discussions with Country Energy, adjoining landowners and our clients, we have included a concept for the supply of electricity to each of the new allotments, which we believe is a low impact option, that will reduce the visual impacts of the lines from the Wonboyn River, as well as complying with *Planning for Bushfire Protection 2006*, and the clients own expectations, (Appendix 5).

This concept, involves the extension of low voltage lines on adjoining property with an underground supply that will dissect the building envelope of Lot 1, and terminate at the boundary of Lot 2, supplying both of these allotments with underground electricity. A 10 metre wide easement will also be placed over this supply line, in accordance with Country Energy requirements. There is believed to be a 50-kva transformer required here to service the new dwellings.

Further, it is proposed to supply electricity to the remaining Lots 3 – 6 and the residue, from an extension to the existing HV powerline, which dissects the residue lot. This extension will be an overhead line, running in an easterly direction, and will terminate at the western side of the proposed new road, where a transformer will be placed, and the lines will go underground. From here the lines will branch, with 1 heading north to the common boundary between Lots 5 and 6, and the other line will go southeast to the common boundary between Lots 3 and 4.

The overhead extension will be protected by a 20 metre wide easement, with Country Energy being the benefited authority, and the underground lines will be protected by a 10 metre wide easement, with Country Energy again being the benefited authority.

Country Energy have also advised that given the topography of the land, pole spacing of up to 150 metres could be achieved.

It is believed that this option will preserve the current aesthetic nature of the area, without adversely impacting on any views to/from the property.

Photographs of the existing electricity reticulation have also been included within Appendix 7.

9.4 Telecommunication Services

Initial enquiries have been made with Telstra's Dial Before You Dig service, which indicates that Telecommunication lines are located on the site, and are believed to run within the route of the existing power lines, although there also appears to be an additional line running through the eastern part of the land. It is proposed that telephone will be connected to each of the new allotments via standard connection arrangements with Telstra, to be determined by Telstra.

A copy of the Dial Before You Dig findings is also attached to this report, (Appendix 6).

Telstra are also installing a new 3G-transmission tower near Kiah. This tower may provide mobile phone and other alternative digital services to the subject land, which are currently not available.

CONSTRUCTION MANAGEMENT PLAN

Based on our findings on the preliminary traffic assessment, we have prepared a construction management plan concept, which would be suitable for the direction of traffic during the construction of passing bays along Ivor Jones Drive, and is also accompanied by a Location Risk Assessment.

This plan has been prepared by Mr Stephen Boulter, who is certified by the Roads and Traffic Authority NSW (RTA), to undertake these types of assessments.

This plan outlines the requirements for road signage along Ivor Jones Drive during construction, in accordance with Traffic Control at Work Sites guidelines. This plan is also in keeping with other similar traffic control implemented throughout other roadworks within the Wonboyn Village; which also take into account the limited use of the roads.

This plan has been attached as an appendix to this report, (Appendix 3).

Conclusion

The preceding assessment relates to the specific items 4, 7, 8 and 9 identified for consideration in the Director Generals Report.

From a review of each of these items, it can be concluded that the impact or extent of each, fall within the capability of the proposal, in so much that there is no detrimental effect identified as a result of the development overall.

There is likewise no anticipated negligible effect on the existing Wonboyn village residents or character, as outlined in the consideration of each item.

Finally, the proposal will not affect the right of the public to access Wonboyn Lake and does not pose a threat to the natural habitat of this area. It is considered that the proposal represents an orderly low impact option for development of the site within the current zoning criteria.

This assessment is therefore submitted for approval from Department of Planning.

Maree Staight
RW Surveying & Valuations

APPENDICES

1. Proposed Plan of Subdivision

2. Ivor Jones Drive Upgrade Diagram

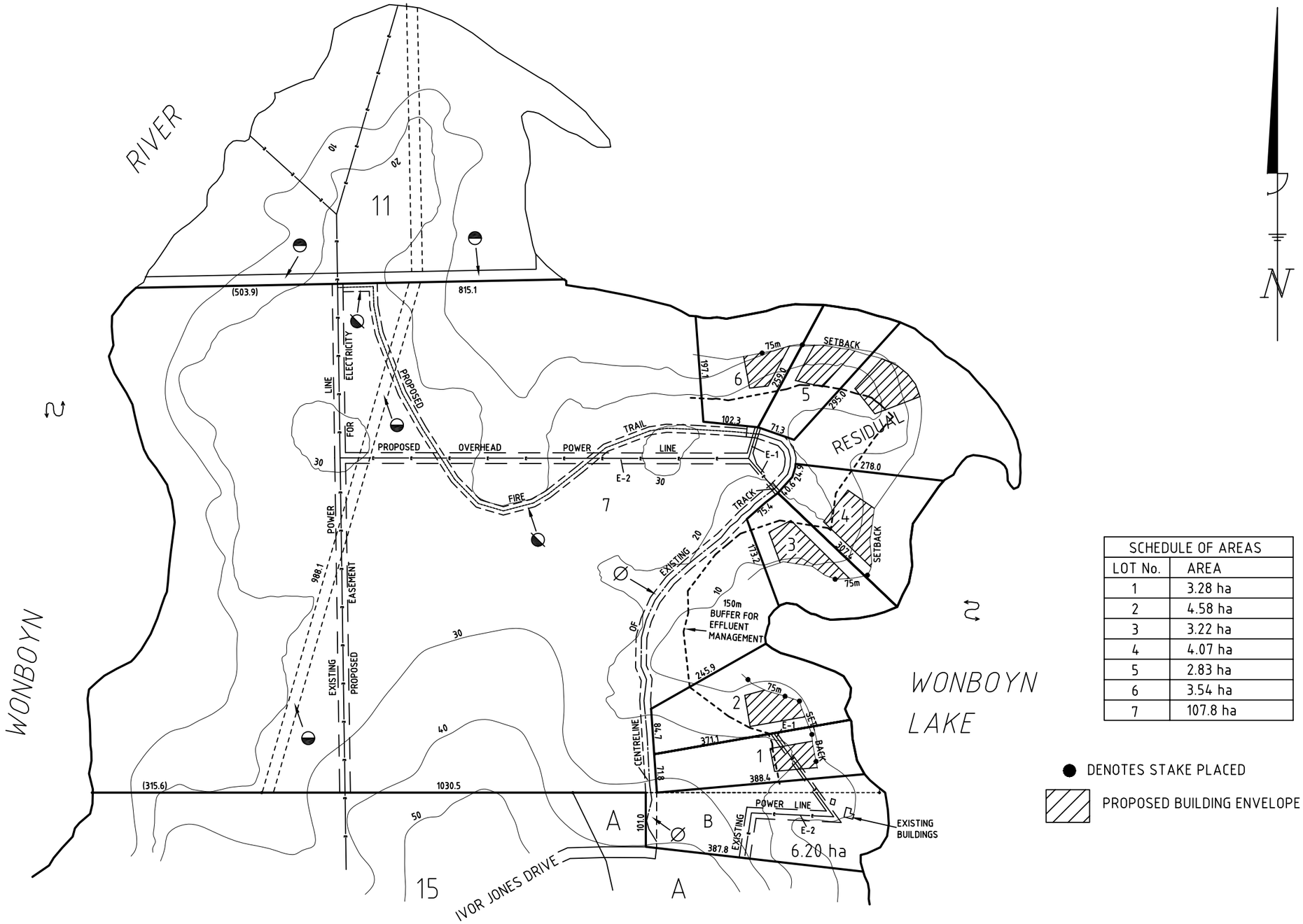
3. Traffic Control Plan

4. Bushfire Risk Assessment

5. Utilities Diagram (proposed and existing Electricity and Telephone Supply Routes) Prepared by RW Surveying & Valuations.

6. Dial Before You Dig Plan showing approximate location of Telephone lines.

7. Photographs



SCHEDULE OF AREAS	
LOT No.	AREA
1	3.28 ha
2	4.58 ha
3	3.22 ha
4	4.07 ha
5	2.83 ha
6	3.54 ha
7	107.8 ha

● DENOTES STAKE PLACED

PROPOSED BUILDING ENVELOPE

E-2 PROPOSED EASEMENT FOR ELECTRICITY 20 WIDE
E-1 PROPOSED UNDERGROUND POWER LINE AND EASEMENT FOR ELECTRICITY 10 WIDE

∅ PROPOSED RIGHT OF CARRIAGEWAY 20m WIDE

PROPOSED RIGHT OF CARRIAGEWAY 15m WIDE

RESERVED ROAD 20.115m WIDE

PUBLIC ROAD 20.115m WIDE & VAR.

PLAN OF PROPOSED TORRENS TITLE SUBDIVISION OF PORTION 14 PLUS BOUNDARY ADJUSTMENT OF LOT B IN DP 33573 AT PICNIC POINT, WONBOYN LAKE

FOR PICNIC POINT PTY LTD OWNER

Surveying & Valuations

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35 FLINDERS STREET
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PHONE: (02) 6496 3418
FAX: (02) 6496 2259
E-MAIL: property@rwsurveying.com

LEVEL DATUM
CONTOUR INFORMATION PREPARED FROM KIAH 1:25000 TOPOGRAPHIC MAP

SCALE	DATE	DRN.	CHK.	SIZE
1:8000	03-08-2009	SB	MS	A3

REFERENCE/DRAWING NAME		REV.
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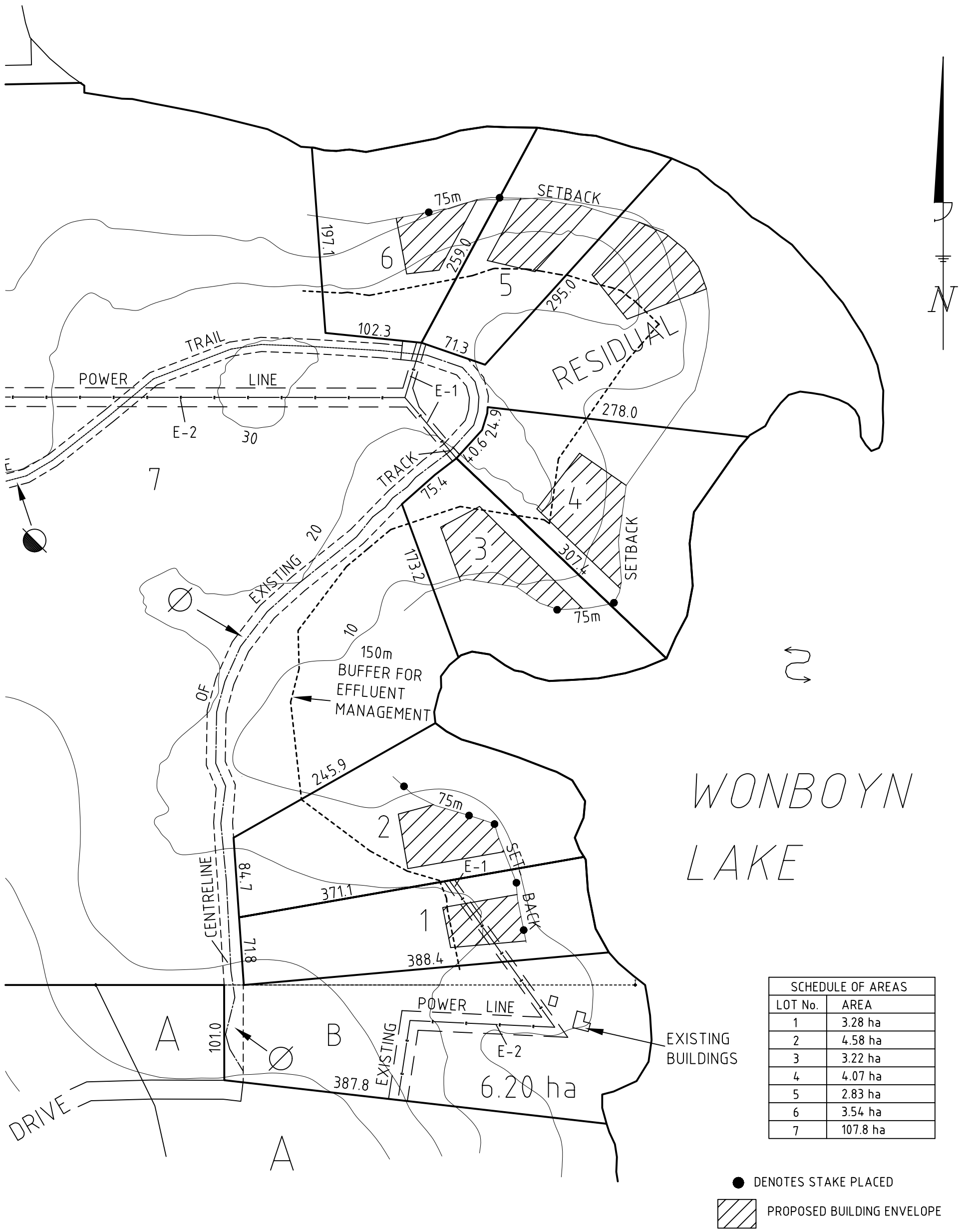

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PROPOSED RIGHT OF CARRIAGEWAY 15m WIDE

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E-1 PROPOSED UNDERGROUND POWER LINE AND EASEMENT FOR ELECTRICITY 10 WIDE

SCALE	DATE	DRN.	CHK.	SIZE
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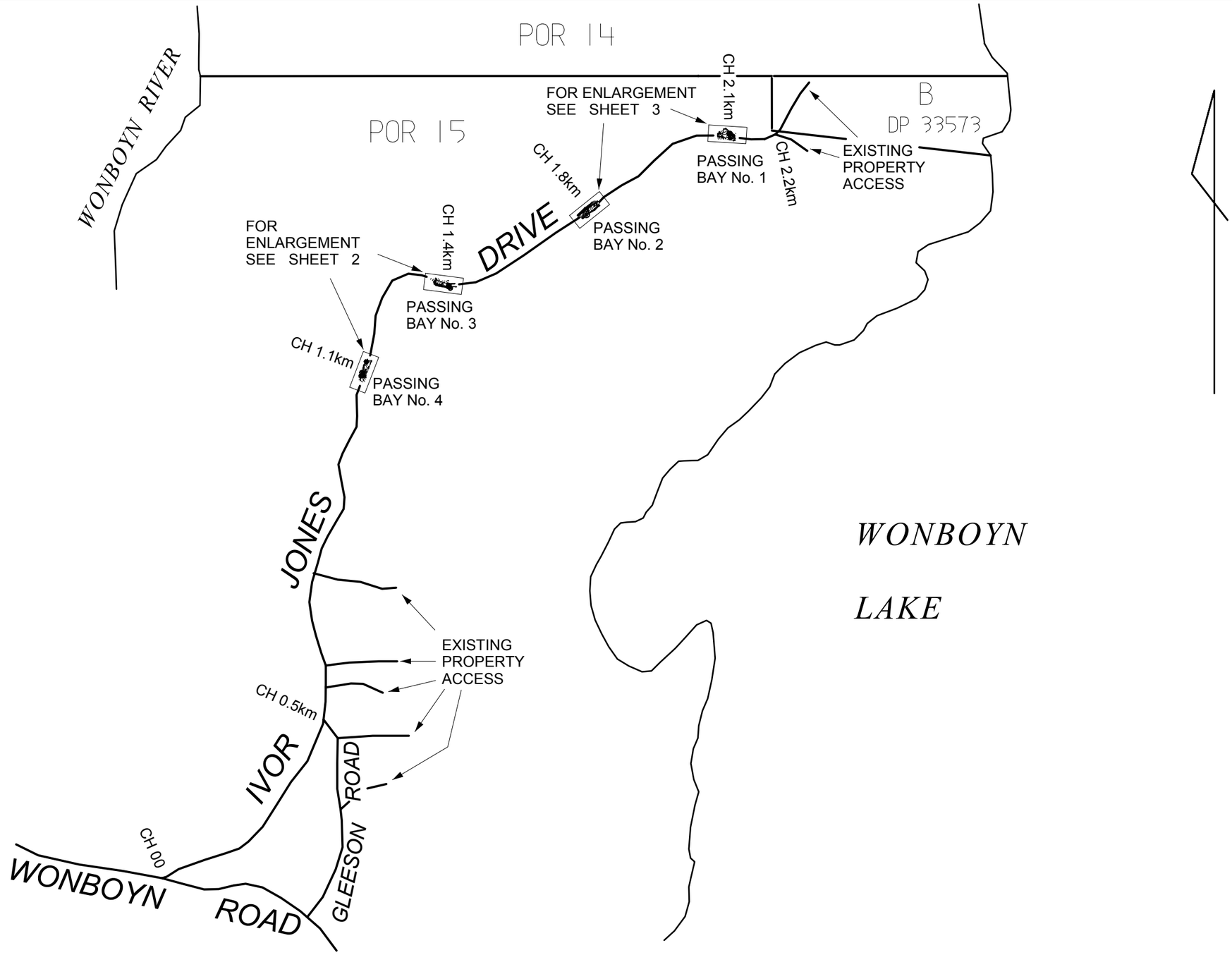

NOTE:
CHAINAGES ALONG IVOR JONES DRIVE ARE APPROXIMATE ONLY MEASURED BY ODOMETER FROM INTERSECTION WITH WONBOYN ROAD

PLAN SHOWING PROPOSED IMPROVEMENT WORKS ALONG IVOR JONES DRIVE, WONBOYN

FOR PICNIC POINT PTY LTD

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LEVEL DATUM	SCALE	DATE	DRN.	CHK.	SIZE
APPROX AHD TAKEN FROM MHWM RL 0.00 WONBOYN LAKE	1:8000	7-06-2007	SB	MS	A3

REFERENCE/DRAWING NAME		REV.
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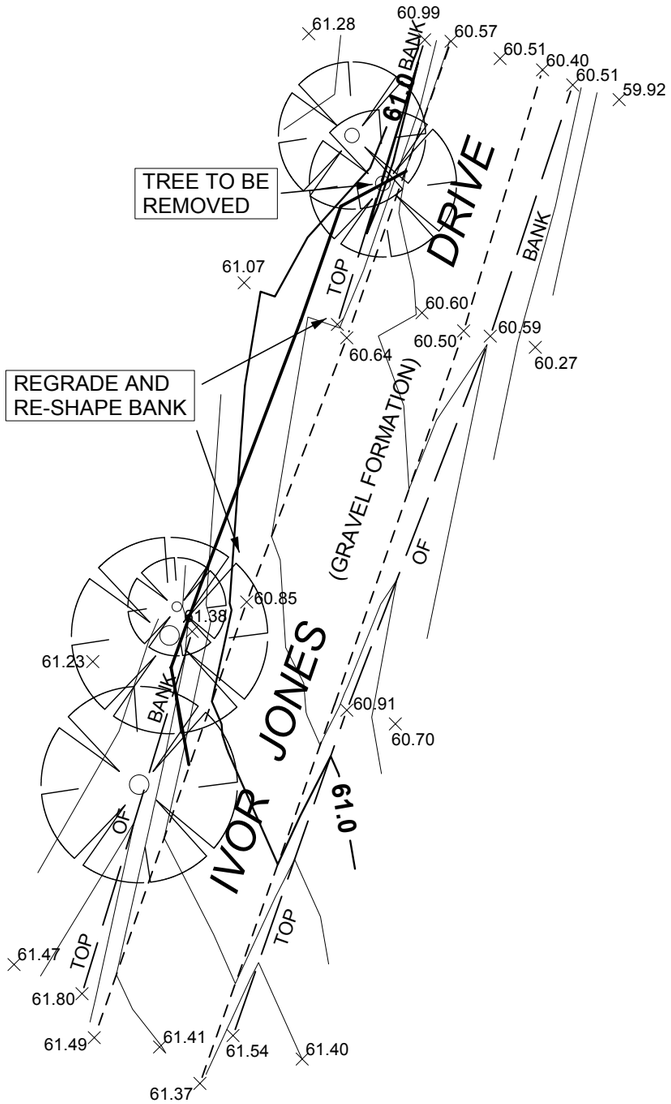

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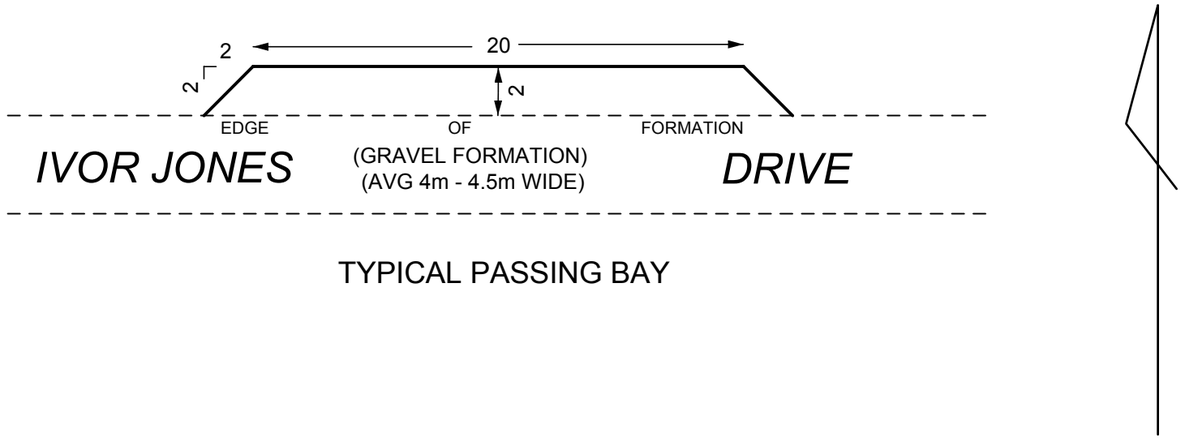
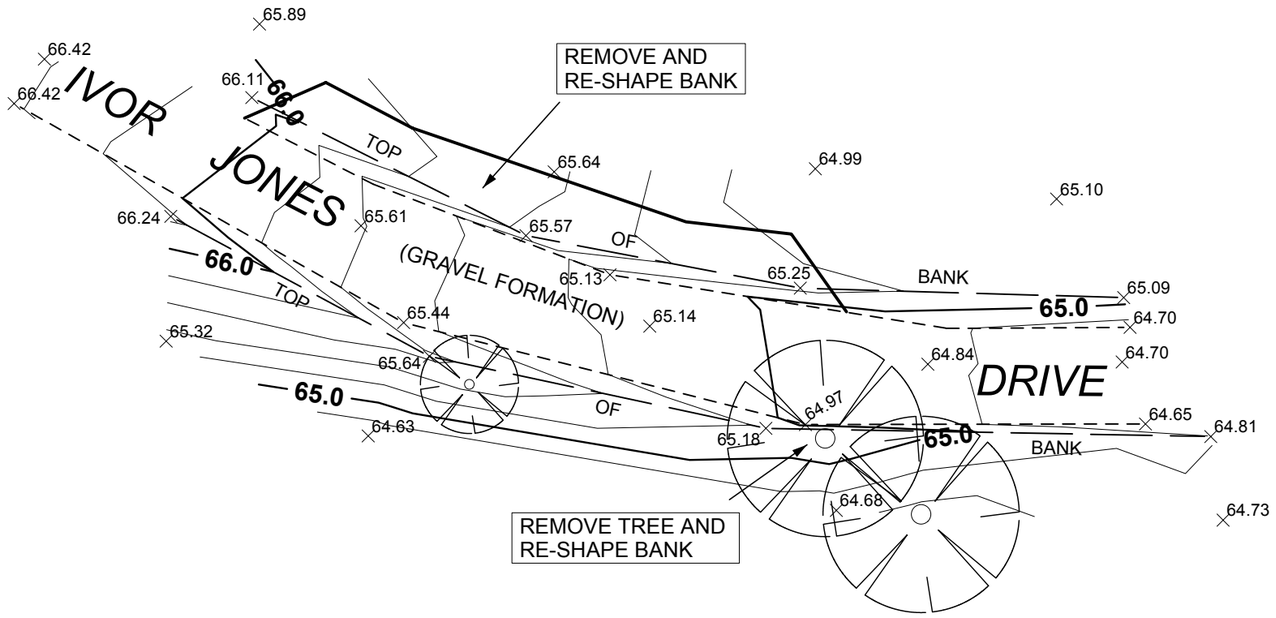
CH 1.1km



TYPICAL PASSING BAY



PASSING BAY No.3
CH 1.4km

NOTE:
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LEVEL DATUM	SCALE	DATE	DRN.	CHK.	SIZE
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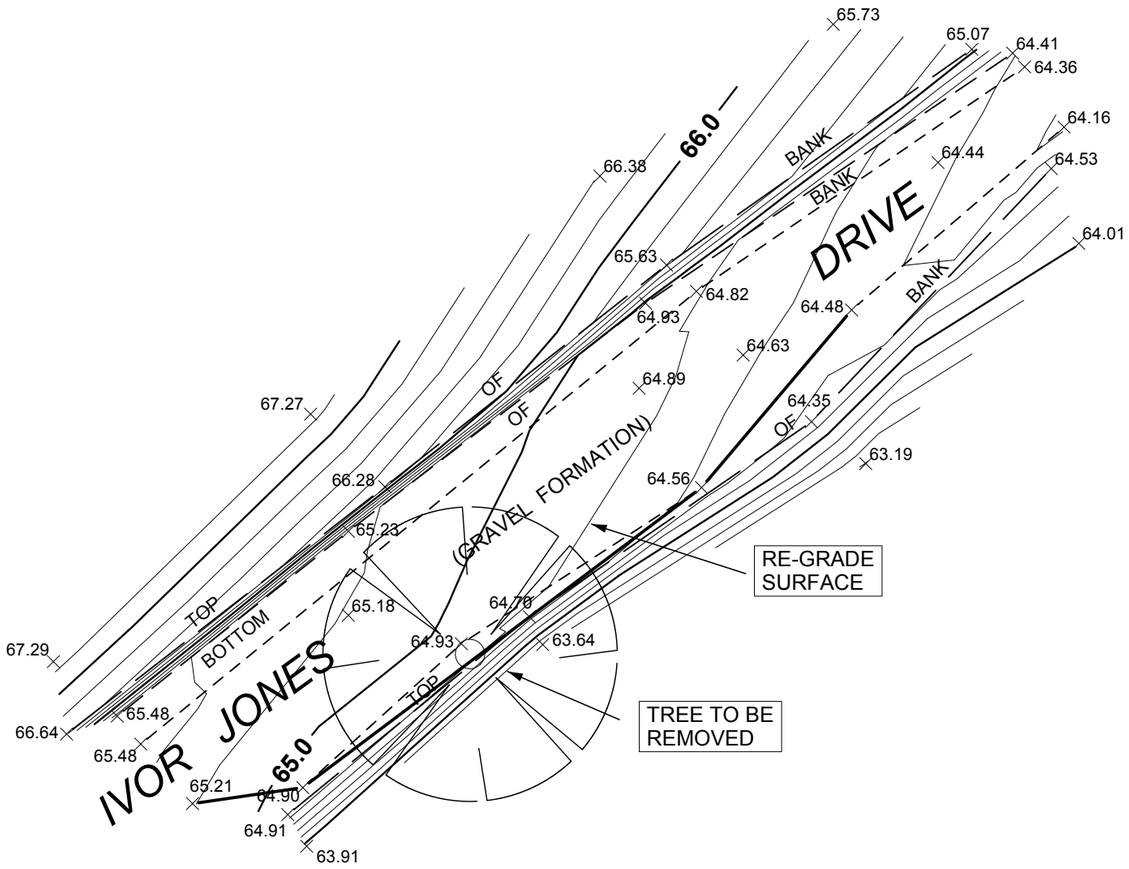

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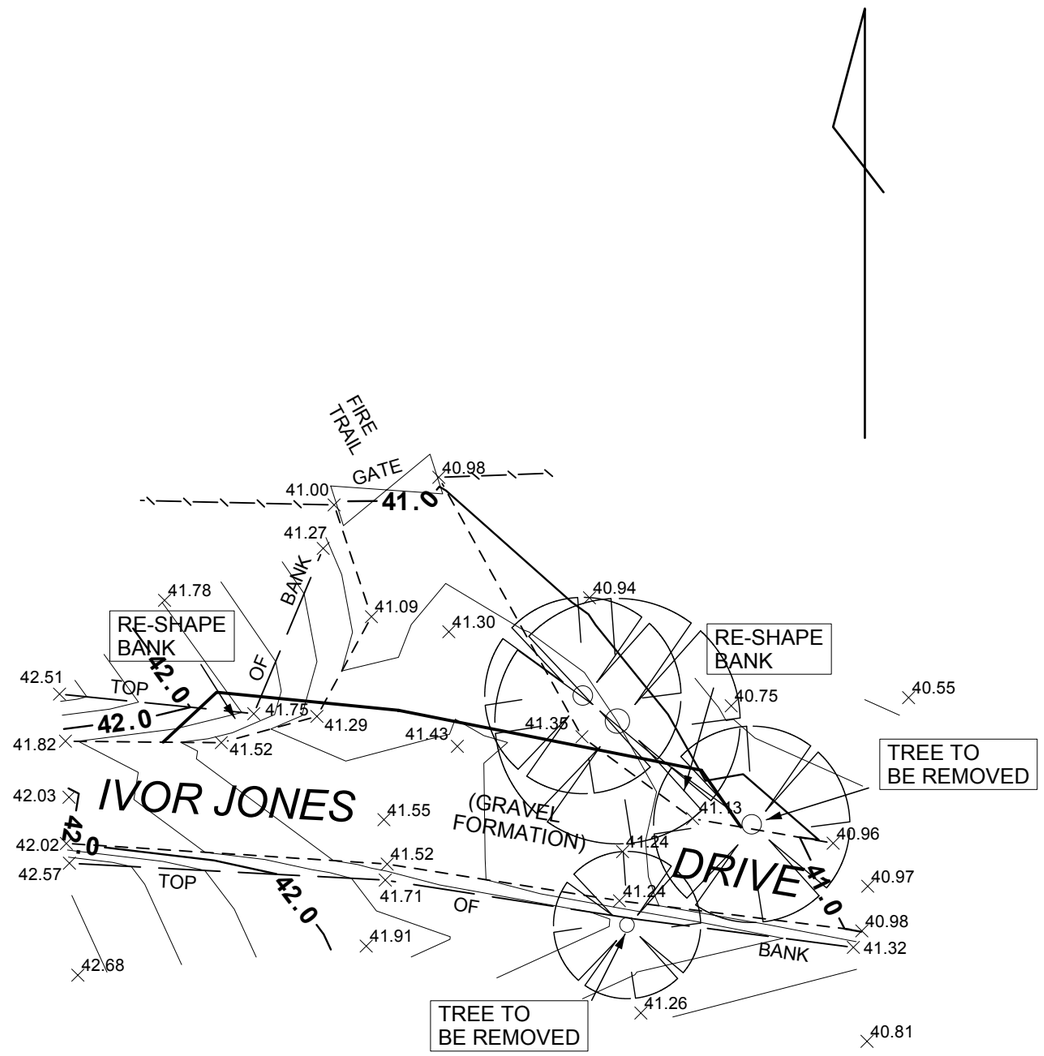

PASSING BAY No.1
CH 2.1km

NOTE:
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APPROXIMATE ONLY MEASURED BY ODOMETER
FROM INTERSECTION WITH WONBOYN ROAD

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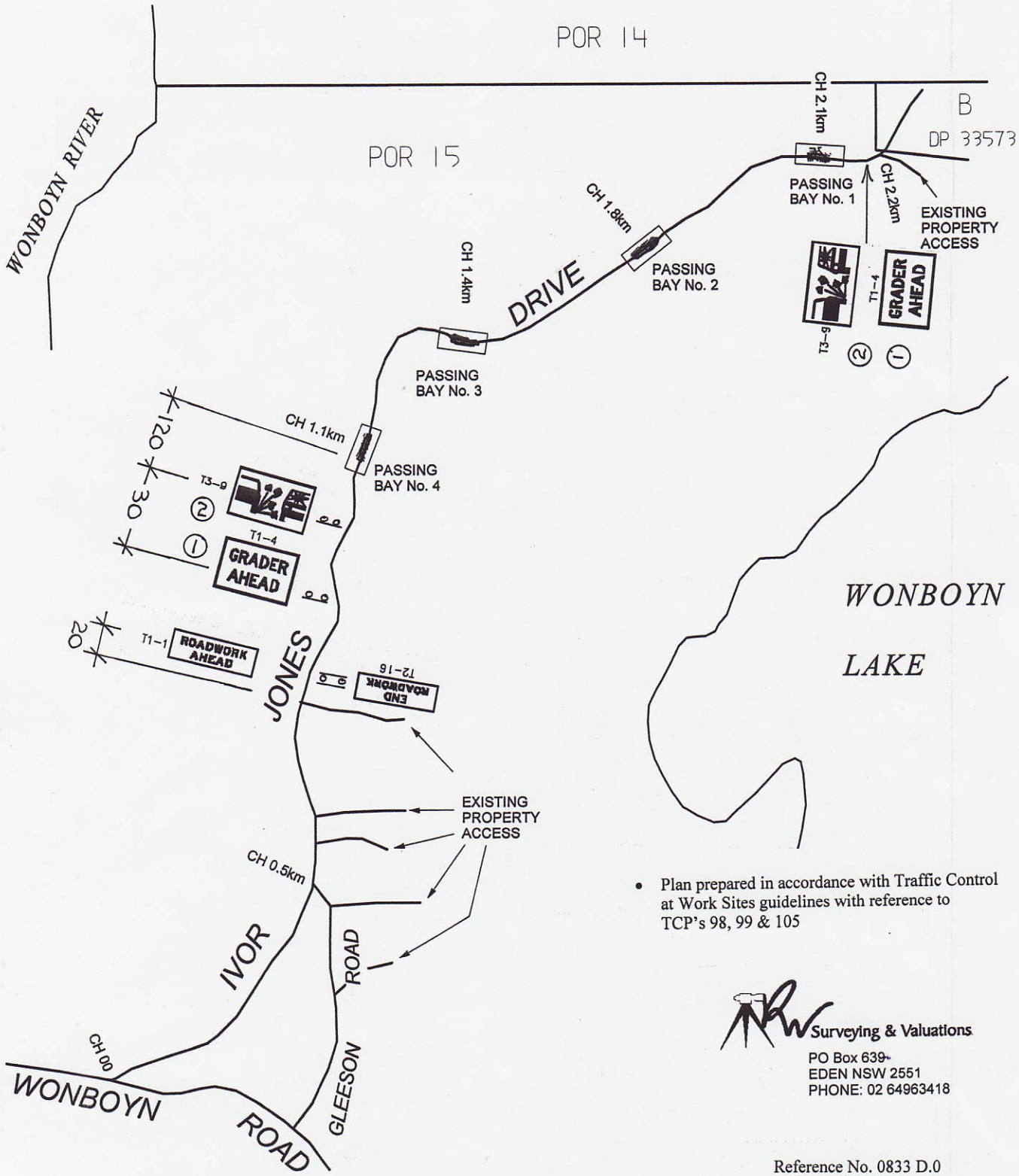
LEVEL DATUM	SCALE	DATE	DRN.	CHK.	SIZE
APPROX AHD TAKEN FROM MHWM RL 0.00 WONBOYN LAKE	1:250	7-06-2007	SB	MS	A3

REFERENCE/DRAWING NAME		REV.
0833 C	SHEET 3 OF 3	O

TRAFFIC CONTROL PLAN
FOR PASSING BAY CONSTRUCTION
IVOR JONES DRIVE
WONBOYN



- Plan prepared in accordance with Traffic Control at Work Sites guidelines with reference to TCP's 98, 99 & 105

Surveying & Valuations
PO Box 639
EDEN NSW 2551
PHONE: 02 64963418

Reference No. 0833 D.0
Dated: 20th December 2007

S. Boulter

Stephen Boulter
Certificate No. 5123000443

Notes

1. For road plant only, provided the road is not obstructed.
2. Sign T1-4 must be covered at the end of each working day.
3. Signs T1-4 and T3-9 should be relocated to the start of each worksite as required.

Traffic Control at Work Sites
Location Risk Assessment

Road No: ..... Location: IVOR JONES DRIVE

Type of Work: .....

Date: 19/12/07 Time: 3.30pm Completed by: SB

Answers to the questions below may require minor modifications to be made to the Traffic Control Plan, this may include the installation of additional signs or changes to the sign locations. Record any action taken in the bottom box.

1	Will the location of any intersections, on-loading or off-loading ramps within the worksite increase the risk to workers ?	Yes/No
2	Will vehicles be entering or leaving the worksite from private or commercial driveways ?	Yes/No
	If yes will extra safety control measures be required to cater for those vehicles ?	Yes/No
3	Is there adequate sight distance for road users to signs and traffic controllers ?	Yes/No
4	Are signs or traffic controllers in the shade ?	Yes/No
5	Will control measures be safe for the approach speeds of traffic ?	Yes/No
6	Will work be undertaken outside peak times ?	Yes/No
	If not, will the control measures cater for the traffic peak ?	Yes/No
7	Will bus stops (including school) be affected ?	Yes/No
8	Will pedestrians be affected ?	Yes/No
9	Will cyclists be affected ?	Yes/No
10	Are there any overhead power lines that might be a risk to construction vehicles and plant ?	Yes/No
11	Is the time of day significant (ie night work, low setting sun) ?	Yes/No

Item No	Action taken.