

APPENDIX E

Updated Assessment Addressing Part of Director Generals Environmental Assessment Requirements



PROPOSED 7 LOT SUBDIVISION & BOUNDARY ADJUSTMENT

“PICNIC POINT” IVOR JONES DRIVE, WONBOYN LAKE

On Behalf of

Picnic Point Pty Ltd



Prepared by:

 Surveying & Valuations
PO Box 639, Eden NSW 2551

EXECUTIVE SUMMARY

This updated report has been prepared in response to comments received from the Department of Planning following exhibition of the proposed Picnic Point subdivision. Additional requested information is included, reviewing those items of the Environmental Assessment Requirements, that were originally addressed by RW Surveying & Valuations.

The key issues raised by the Department of Planning are identified in Table 1, which also identifies the relevant response and section of this report where this matter is addressed.

Table 1: Response to Key Issues

Department of Planning Key Issues	Response	Section of this report
<p>Item 2 c) Flooding: This assessment states that <i>"flooding of the main road has occurred at a frequency of approximately once annually"</i>. Clarification is required on which road is being referred to and the source of this information.</p>	<p>This paragraph of the report has now been reviewed, and confirmation included that the road being referred to is the Wonboyn Road. Additional information based on recent rainfall events has also been included, as well as a statement regarding the source of the information, as local knowledge only.</p>	<p>Item 7, Page 13</p>
<p>Item 2 d) Water Supply: There has been insufficient information provided to demonstrate that each proposed lot will have access to a sustainable water supply, such as through the use of rainwater tanks or harvesting from stormwater runoff from roof areas.</p> <p><i>Water supply was also listed as a separate matter under Item 7, which has been specifically addressed in the Updated Bushfire Assessment (Attachment 4).</i></p>	<p>This firm addressed water supply from a bushfire perspective, and as part of a review and update of the Bushfire Risk Assessment, the minimum water supply to be dedicated for fire fighting purposes has been increased to 20,000L. Required water supply dedicated for fire fighting purposes has been increased to 20,000L per lot, in line with revised RFS guidelines.</p> <p>The remaining issues raised in regards to water supply have been addressed by SEEC Morse McVey.</p>	<p>Item 9.2, Page 18</p>
<p>Item 4 Traffic & Access i) <u>Public Road</u> – DCP 2 requires that public road access be provided to subdivisions comprising more than 5 allotments.</p>	<p>As part of the ongoing consultation with Council on this matter, the proponents have had confirmation from Bega Valley Shire Council that in this instance, they would accept a variation to this requirement. It is our understanding that formal notice has been obtained by the landowners from Council to this affect. This practice of not requiring Public Road access is also in common with other isolated rural subdivisions in the Shire we have been involved in.</p>	<p>Item 4, Page 6 Attachment 4</p>

<p>ii) <u>Passing Bays</u> – further clarification and the justification on the provision of passing bays along Ivor Jones Drive and the proposed internal fire trail is required to be provided.</p> <p>iii) <u>Road Widths</u> – Clarification is required on the proposed road widths for the access road ... a table of compliance demonstrating compliance with these requirements is required for the project.</p>	<p>It is not a requirement of the proponents, as developers, to upgrade Ivor Jones Drive, beyond their frontage. Ivor Jones Drive is a Council maintained Public Road, and it is therefore the responsibility of the Council to provide appropriate access beyond requirements of their subdivision guidelines. However, given the poor state of Ivor Jones Drive, if Council were to enforce requirements of further upgrades to this access beyond that of the immediate proposal, then it is suggested that the passing bays along Ivor Jones Drive, be considered, in lieu of any significant upgrade works. It has been noted that this option has not been presented as part of the development works, and if these were to be required/constructed, additional specifications would need to be considered as part of any Construction Certificate Application.</p> <p>In regards to the internal fire trail, passing bays have been provided at no more than 200 metre intervals, with dimensions of 20m x 2m in accordance with Bushfire Guidelines. This is also in accordance with Council policies.</p> <p>It is believed that road widths have been complied with under the current Council guidelines, in view of Council agreeing to relax their requirements for the dedication of Public Road into the subdivision.</p> <p>With regards to the RFS requirements the road widths required for a subdivision of this size are proposed to be relaxed slightly, in view of the Council requirements and of the location of the subject property. This has been outlined in the updated Bushfire Risk Assessment.</p> <p>A table of compliance for road widths in relation to both Council and NSW RFS guidelines has been included in this report.</p>	<p>Item 4.1, Page 6</p> <p>Item 4.3, Page 9 and Bushfire Risk Assessment (Attachment 5)</p> <p>Item 4.3, Page 9</p> <p>Bushfire Risk Assessment (Attachment 5)</p> <p>Item 4.4, Page 10</p>
<p>Item 7 Bushfire An amended Bushfire Report is required which adequately addresses the following issues, to the satisfaction of the RFS: <u>Asset Protection Zones</u> <u>Water Supply</u> <u>Access</u></p>	<p>The Bushfire Risk Assessment has been amended, following receipt of comments from the Department of Planning, as well as following discussions and liaison with RFS staff. Details of this information and changes that have been made has been included in the Executive Summary of that Report (Attachment 4). We believe the RFS are now satisfied with the aspects of bushfire safety that were previously questioned.</p>	<p>Item 8, Page 17 and Bushfire Risk Assessment (Attachment 5)</p>

<p>Item 8 Subdivision and Restrictions While these matters are not specifically addressed in the assessment by this firm, the requirements are noted.</p>	<p>Building Envelopes have now been dimensioned and a Core Riparian Zone has been provided to the mean high water mark of each lot.</p>	<p>Subdivision Proposal Plan, Revision 18 (Attachment 1)</p>
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Assessment Prepared By

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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.

This assessment and its attachments has been prepared to be included as Appendix E of "The Preferred Project Report and Response to Submissions" prepared by The Planning Group NSW Pty Ltd in July 2010.

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, (Attachment 1), and Plan Number 9 is also appended to this report (Attachment 3), with additional comments included herewith.

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

4. TRAFFIC & ACCESS

4.1 Traffic Assessment – Ivor Jones Drive

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 10 rural properties, some of which are currently vacant, and the majority of improved properties are utilised as holiday houses. There is only known to be a maximum of 2 properties that are permanently occupied and gain access from Ivor Jones Drive.

Existing property accesses are indicated on the Drawing No. 0833C Sheet 1 of 3, attached as Attachment 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 (some 1.5km south from the subject land), which the majority of traffic uses for access into the Village. Gleeson Road has a more substantial carriageway than Ivor Jones Drive, with a gravel pavement of approximately 6 meters.

Despite this, preliminary calculations of traffic volumes has been undertaken, for reference purposes.

In total, 6 improved properties gain access from Ivor Jones Drive, with a further 4 vacant allotments (including the subject land) gaining access from this road (either directly or indirectly).

For the purpose of assessing likely traffic volumes, it is noted that 2 of the improved and 2 of the vacant properties are located within the 1(a) zone, with the remainder located in the 1(c) Rural Small Holdings Zone. Additionally,

Section 34 of Councils DCP 2 states that:

“for design purposes, allow 8 vehicles per day per lot in zone 1(c) and 6 vehicles per day per lot in zone 1(a).”

Using the existing situation, and adopting Councils guidelines above for traffic allowance in the 1(c) and 1(a) zones, it can be reasonably assumed that given 6 properties within the 1(c) zone obtain access from Ivor Jones Drive, Council have allowed for 48 traffic movements for the current construction standard. Additionally, 4 properties are located within the 1(a) zone, which equates to an additional 24 traffic movements.

With the additional 6 lots to be created as part of this subdivision, (assuming all are improved and being within the 1(a) zone) a total of 108 vehicle movements (assuming all allotments are improved and permanently occupied) could potentially be experienced along Ivor Jones Drive.

However, given that there are currently only known to be a maximum of 2 permanently occupied dwellings along this road, the traffic movements are considered to be significantly less than this.

For the purpose of this assessment, it is noted that for the majority of the year the traffic volume would be 16 vehicle movements per day, with both lots located in the 1(c) zone. Allowing for an increase in traffic flow during peak holiday season, it would be anticipated that the vehicle movements (based on existing improved properties, would swell to 44 vehicle movements per day.

In all of the above scenarios, even following subdivision of the subject property, the current status and formation of Ivor Jones Drive, as a Public Road, owned and maintained by Bega Valley Shire Council is considered sufficient.

Based on this knowledge we recommend that no further works are necessary on Ivor Jones Drive. However, 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.

It should be noted however, that the practice of upgrading the entire length of an adjoining Public Road is not generally required for subdivision in the Bega Valley Shire, in accordance with the requirements of Development Control Plan No. 2 - Subdivision Standards.

Council have also set a precedent for the upgrading of access roads as part of the subdivision process, and such a situation as for the subject property (being located at the extremity of the Public Road access, and the upgrading of the length of an adjoining road is not required.

In spite of this, our attached diagram, (Attachment 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.

Photographs of the approximate location of the proposed passing bays have been included within Attachment 8.

4.2 Existing Access

Ivor Jones Drive is currently constructed to the southwestern boundary of adjoining Lot B, however does not provide legal access to the subject property.

As previously discussed, Ivor Jones Drive has not been constructed strictly in accordance with the requirements of PE 175 (now known as Policy 4.1.1.q), having a gravel carriageway with a width varying from approximately 3.5 metres (single lane) to approximately 5 metres.

At present, the only physical access to the subject property is by a gravel track, which traverses the adjoining land to the south, through to the subject property in a northerly direction. This physical track does not lie within the reserved road and therefore does not provide any legal and practical access to the land.

4.3 Proposed Access

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 Right of Carriageway will be created in accordance with Bega Valley Shire Council Development Control Plan No. 2, subject to variations as agreed to by Council staff, and confirmed via email from Peter Newton, Engineering Development Co-ordinator for Council, dated 16th April 2010, (Attachment 4).

Mr Newtons email is reflective of his discussions with the owners, where it was accepted that applying the literal requirements of DCP 2 to this subdivision, would result in access within the land being of a much higher standard than that which is currently available to the property boundary, even after the subdivision.

If DCP 2 was to be enforced directly, Ivor Jones Drive would remain as a public road with, in places, single lane only access to the property boundary, where a new public road would be constructed with a 6.4 metre bitumen sealed carriageway, providing access to the lots in the subdivision, and adjoining land to the north.

Given the inconsistencies of this scenario, the Council have confirmed that they would be in support of a variation to the requirements of DCP 2 for internal access to the subject, subject to some conditions on the location and width of easements etc.

A table outlining these specific requirements, and our compliance with these conditions has been included below (4.4).

It is also noted that a condition of this variation is that the application currently before Council for a 3 lot subdivision of the adjoining land to the north be withdrawn. Subject then to approval of the revised road designs by the Council, the proponents have agreed to this condition.

Therefore, the road design plans have been modified, and the Right of Carriageway will now be a 20 metre wide easement for the entire length (including the proposed fire trail), and is to be constructed in accordance with the road designs prepared by SEEC Morse McVey and Councils advice.

Generally, the new road, from the intersection with Ivor Jones Drive, is to be a 4m wide, bitumen sealed carriageway, with passing bays at least every 200 metres (6 in total). The carriageway is to lie within the 20 metre wide easement, and is to have a total cleared corridor of not less than 10 metres for the entire length of the road.

Passing Bays will be a bitumen seal with dimensions of 20m long by 2m wide, and are to be located at chainages 50, 195, 360, 495, 650 and 820, with the road having a total length of approximately 950 metres.

This road will continue 20 metres beyond the driveway into Lot 6, being the furthest lot along this route. From here, the carriageway continues in a westerly direction, where a 4 metre wide gravel formation, is to be constructed, again with passing bays at least every 200 meters (5 in total along this section), still within a 20 metre easement (increased from 15 metres previously proposed).

The intention of this extension is to provide legal and practical access to the adjoining allotment to the north (Portion 11), as well as to provide a continued "loop" access back to the power lines, for use by emergency fire fighting crews.

4.4 Summary of Compliance

Table 2 (below), confirms the compliance with Council road requirements, for the above subdivision, bearing in mind that council have indicated they will allow a 4 metre wide pavement, within a 20 metre easement, as opposed to a public road.

Table 2: Compliance with Council Requirements

Key Council Requirement (as indicated by staff)	Complied with	Stage of Compliance
20 metre wide Right of Carriageway, to be contained wholly within Lot 7 (Residue) and extended along the proposed fire trail	Yes	Has been shown on Proposal Plan, Right of Carriageway to be created via Section 88B Instrument with registration of the subdivision.
Cleared Road Corridor of 10 metres	Yes	Included in Statement of Commitments and enforced via Condition of Consent
4 metre wide bitumen sealed carriageway	Yes	Included on road design plans; to be included in Statement of Commitments and enforced as Condition of Consent.

Road construction requirements are also enforced by the NSW Rural Fire Service, through *Planning for Bushfire Protection Guidelines 2006*. Specific matters on this compliance have been included with the Bushfire Risk Assessment (Attachment 5), however have been included in the table below for reference.

It should be noted that Chapter 4 of the Guidelines states:

“Access to a development comprising more than three dwellings have formalised access by dedication of a road and not by Right of Way”

As part of this application, a variation to this requirement is sought, given that:

- there is precedent for this within the local area,
- the access as currently proposed, is otherwise, strictly in accordance with the requirements for rural property access, and
- the modified standard has been agreed to by Councils Development Engineer

Discussions with Jason Hultson from NSW RFS on 3rd March 2010 indicated that there may be a case to present for a relaxation of these requirements in this instance, given that Ivor Jones Drive, like so many other rural roads, does not comply with these standards as a Public Road.

Table 3: Compliance with NSW Rural Fire Service Requirements

Key NSW RFS Requirement	Complied with	Comments on Compliance
Access to properties is provided in recognition of the risk to fire fighters and/or evacuating occupants	Yes	As part of the revised subdivision, a “loop” access is to be provided, with a dedicated fire trail providing 2wd vehicular access back onto the powerline easement, and back onto Ivor Jones Drive.
The capacity of road surfaces and bridges is sufficient to carry fully loaded fire fighting vehicles. All weather access is to be provided.	Yes	No bridges are to be constructed as part of the subdivision; road surfaces will be bitumen sealed and capable of carrying fully loaded fire fighting vehicles (recognising this could be up to 28 tonnes or 9 tonnes per axle). 2WD all weather access is to be provided to the subdivision, including along the fire trail.
Road widths and design enable safe access for vehicles: i) a minimum carriageway width of 4 metres	Yes	As indicated on revised road designs, road width is to be a minimum width of 4 metres, including along the fire trail
ii) rural property access roads have passing bays every 200 metre that are 20 metres long by 2m wide, making a minimum trafficable width of 6 metres at the passing bay.	Yes	There are a total of 6 passing bays proposed along the main entrance road (over 950 metres) with an additional 5 passing bays along the fire trail. All passing bays will meet the minimum requirements.

<p>iii) a minimum vertical clearance of 4 metres to any overhanging obstructions</p>	<p>Yes</p>	<p>There are not proposed to be any overhanging obstructions along the road, and with a clearance width of 10 metres, it is not considered likely.</p> <p>However, the onus will be on the property owners to ensure continued compliance with this requirement.</p>
<p>iv) internal roads for rural properties provide a loop road around any dwelling or incorporate a turning circle with a minimum 12 metre outer radius</p>	<p>Yes</p>	<p>There are not proposed to be any dwellings erected as part of this application, and therefore the onus will be on future dwelling applications to comply with this requirement.</p> <p>However, a loop road is proposed for the subdivision as a whole, and the lots are of a sufficient size to accommodate internal access requirements.</p>
<p>v) curves have a minimum inner radius of 6 metres and are minimal in number to allow for rapid access and egress</p>	<p>Yes</p>	<p>Roads have been designed with curves to have a minimum inner radius of 6 metres. The road has also been designed as straight as possible to allow rapid access and egress</p>
<p>vi) the minimum distance between inner and outer curves is 6 metres</p>	<p>Yes</p>	<p>The distance between inner and outer curves is greater than 6 metres along the entire road, including the fire trail.</p>
<p>vii) the crossfall is not more than 10 degrees</p>	<p>Yes</p>	<p>The crossfall has been designed at a maximum of 3% (approx 2 degrees) along the entire road.</p>
<p>vii) maximum grades for sealed roads do not exceed 15 degrees and not more than 10 degrees for unsealed roads</p>	<p>Yes</p>	<p>The maximum grade, along the new road is shown to be 10.5% (6 degrees).</p>
<p>viii) Access to a development comprising more than three dwellings have formalised access by dedication of a road and not by Right of Way</p>	<p>No</p>	<p>Variation to this requirement is sought, given the existing road network and location of the development. Variation is requested to permit the road as a Right of Access, given that Council requirements have been relaxed in this instance. Dedication of the access as a Public Road would require consent of Council for maintenance, although Council staff have indicated this is not their preferred outcome.</p>

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 (based on actual flooding information).

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

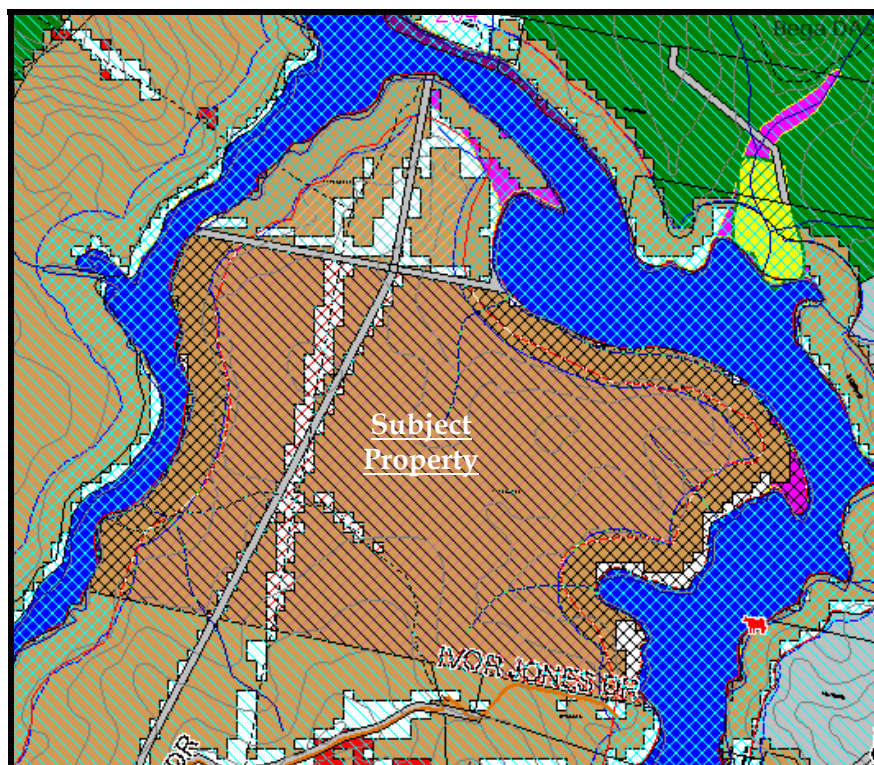


Figure 1; Bega Valley Shire Council Property Map

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 Wonboyn 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. This information has been obtained from observation and knowledge of the area. No public records are available outlining further details on this matter, as outlined in the report.

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 (in 2007) 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.

At the time of preparation of the original report, flooding of the creek had not occurred since the upgrade of the bridge had occurred. Since that time a flood was experienced in early 2010, during which the new bridge was still inundated with water and the Wonboyn Road was closed by Council. Based on this information, it is confirmed that the bridge upgrades have had not mitigated the effects of flooding on the Wonboyn Road.

Despite this, the current 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 any potential 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.

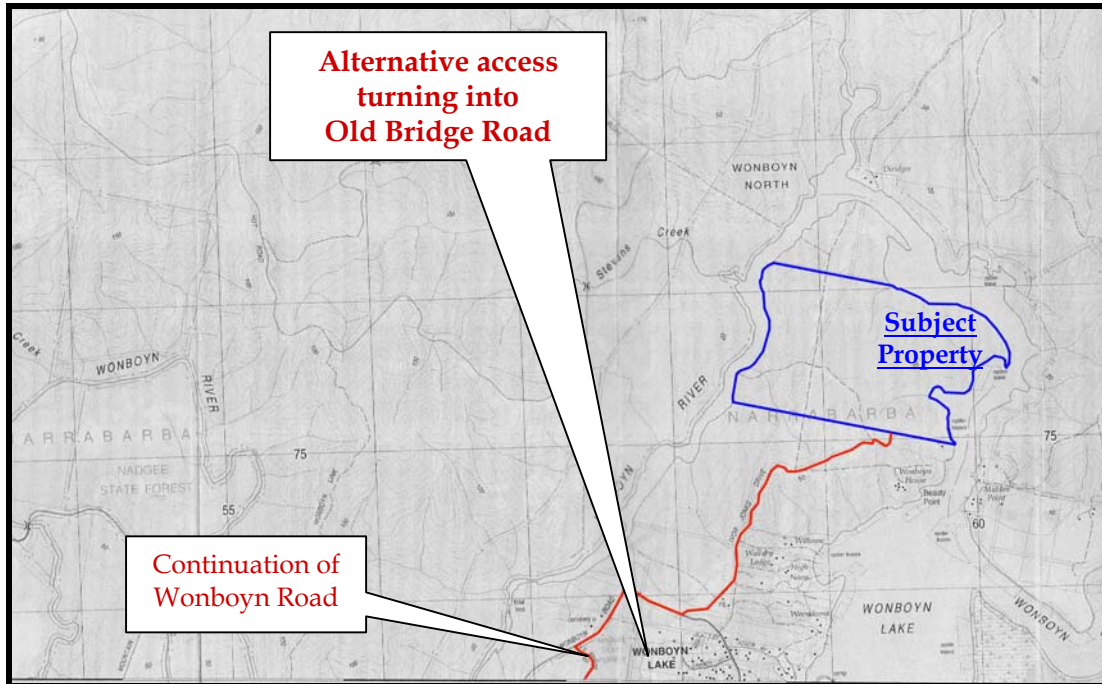


Figure 2: Secondary Flood Access from the subject property (continued next page)

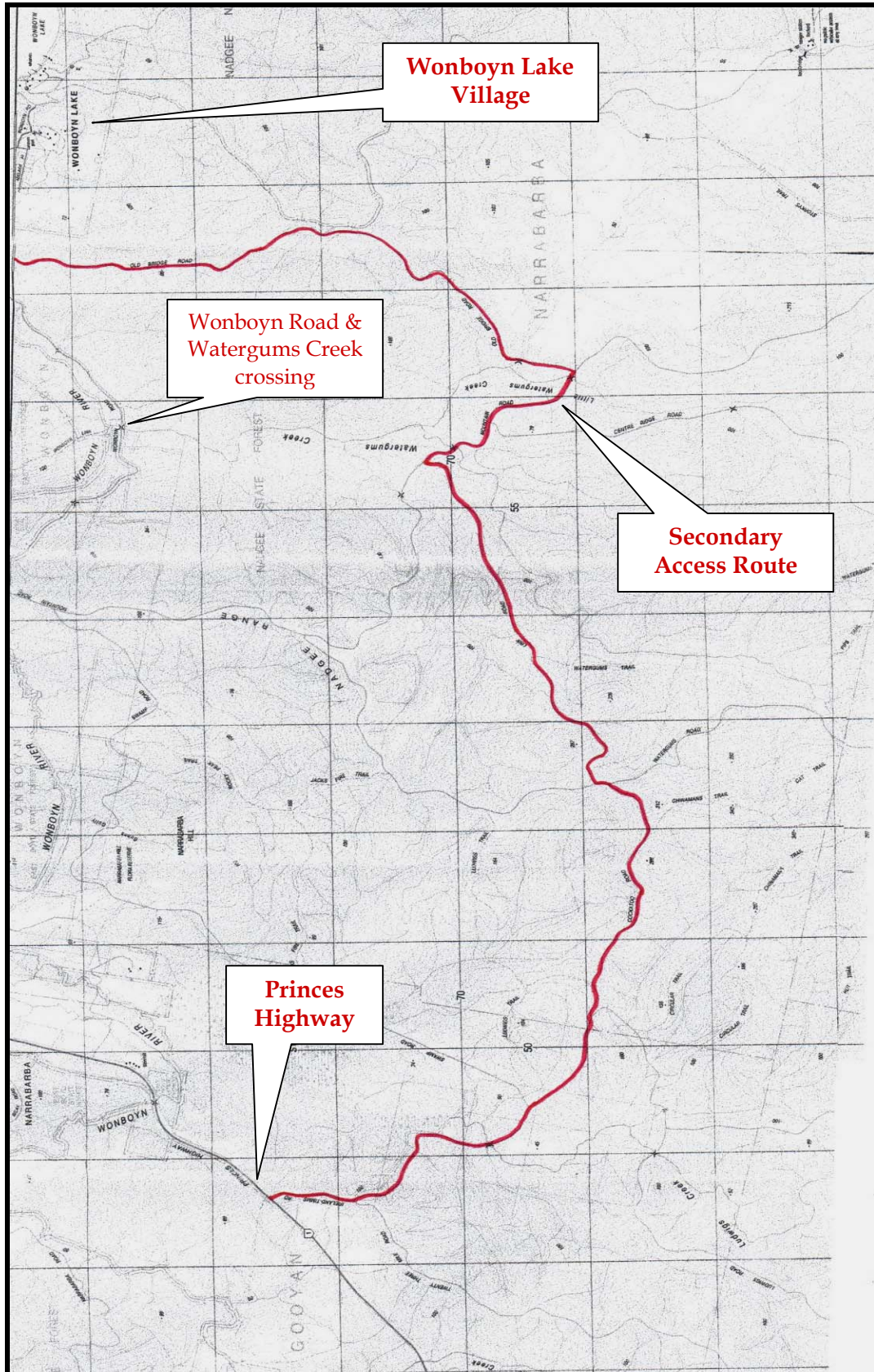


Figure 3: Secondary Flood Access Route for evacuation, leading to the Princes Highway

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 attachment 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*, (Attachment 5).

It should be noted that this report has been updated since it was originally prepared in 2006, following the exhibition of the proposal and of modifications to the application, as a result of submissions received from various Government Authorities.

As previously discussed and in accordance with the advice of Council, a variation to the requirement for dedication of the road as a Public Road is sought for this development, given the status of the existing road network leading up to the development, and similarly throughout the Wonboyn area.

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*
- *All buildings should be designed and constructed to a minimum Bushfire Attack Level 29, in accordance with AS 3959-2009, unless the greater separation distances are complied with*
- *The existing dwelling meet the minimum construction standard (Bushfire Attack Level 12.5), 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*
- *All future dwellings should make provisions for onsite water supply dedicated for fire fighting purposes*
- *Any gas bottles to be installed onsite should be installed in accordance with the recommendations in the report*
- *Landscaping should be placed in accordance with the aims of Planning for Bushfire Protection 2006, and the recommendations of the report*
- *Access roads should be constructed in accordance with the design plans as proposed, and in accordance with Planning for Bushfire Protection*
- *Clearing for asset protection zones should be sympathetic to the recommendations of the Threatened Species Assessment*
- *Any comments/recommendations regarding Aboriginal Heritage items be complied with*
- *Objectives of the Wonboyn Lake Village Protection Plan be complied with*

9. UTILITIES

9.1 On-site Sewerage Management

The subject land does not benefit from reticulated sewer. As such, an On Site Sewerage Management Assessment has been undertaken by SEEC Morse McVey. The content and recommendations of 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 20,000 Litres dedicated for fire fighting purposes, in order to comply with Bushfire Requirements.

It should be noted that no landholder rights would be implied as part of this subdivision. The frontage of the subject land is to the tidal section of the Wonboyn River, where the water is salty.

The adjoining water from the Wonboyn River is therefore not suitable for pumping for either fire fighting, domestic or stock use.

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 following 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. We believe this concept 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 proponents own expectations, (Attachment 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 Attachment 8.

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 lines will be available to each of the new allotments via standard connection arrangements with Telstra, to be determined by Telstra, or their representatives.

A copy of the Dial Before You Dig findings is also attached to this report, (Attachment 7).

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 (if required). The Construction Management Plan 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 included as an attachment to this report, (Attachment 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

ATTACHMENTS

1. Proposed Plan of Subdivision
2. Ivor Jones Drive Upgrade Diagram
3. Traffic Control Plan
4. Email advice from Bega Valley Shire Council regarding Access Variation
5. Bushfire Risk Assessment
6. Utilities Diagram (proposed and existing Electricity and Telephone Supply Routes) Prepared by RW Surveying & Valuations.
7. Dial Before You Dig Plan showing approximate location of Telephone lines.
8. Photographs