

SHOALHAVEN CITY COUNCIL

**SUBMISSION TO THE NSW DEPARTMENT OF PLANNING
PART 3A, ENVIRONMENTAL PLANNING & ASSESSMENT ACT, 1979**

**COUNCIL's SUBMISSION to the applicants RESPONSE to
SUBMISSIONS REPORT**

MAJOR PROJECT APPLICATION CONCEPT PLAN MP09_0088

PROPERTY: Land within the Shoalhaven local government area.
Part Lot 5, Part Lot 6 and Part Lot 7 in DP 1065111 and Portion
61 DP 755971

APPLICANT: John Toon Pty Ltd for Realty Realizations Pty Ltd

OWNER: Realty Realizations Pty Ltd

DEPARTMENT OF PLANNING REFERENCE: MP09_0088

COUNCIL REFERENCE: 3A10/1003

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1. Introduction

Council provided a submission to the exhibited EA Report dated 21 June 2013 and the applicant has submitted a Response to Submissions Report (RTS). This has been reviewed in respect of the issues raised in the Council's initial submission.

In summary, Council believes that proposed RTS amendments require further changes to address Council's concerns. Council requests further consideration by the Department.

2. Strategic Planning Matters

a) Masterplan

Council's EA submission recommended that a masterplan be prepared for the areas under the same ownership as this development so an overall strategic overlay of potential could be considered. This has not been provided.

b) General comments:

- i. The development will need to ensure connectivity by providing adequate linkages via the proposed cycle/footpath throughout the development to the existing Culburra Beach village.
- ii. Adequate buffers need to be provided between the industrial zoned area and sewerage treatment plant (STP) to residential areas while still providing visual amenity and connectivity throughout the entire development site. This has not been demonstrated.
- iii. If the intention is to dedicate the foreshore land to Council, further discussions need to occur between Council and also Crown Lands in this regard. Despite the possible future dedication of land, any consent should require the preparation of a conservation management plan over the 7(a) land that includes details of conservation works to be undertaken and the ongoing management of the land.
- iv. Amendments are required to the design so as to ensure residential development does not encroach into 7(a) zoned land (see Stage 4 of plan).
- v. In the event of the 7(a) land being rezoned to E2 Environmental Management under draft SLEP 2013, the proponent will need to seek consent if they wish to vary the development proposed within this zone. (referring to paragraph 1 on pp 14 of applicants RTS)

Note: Council resolved to defer the Halloran land through the draft SLEP 2013 process. This deferment will not be confirmed until SLEP 2013 commences and therefore emphasis on compatibility with Shoalhaven LEP 1985 is assumed.

c) Shoalhaven LEP 1985 and draft SLEP 2013 zoning advice. (referring to Part Two of Response to Submissions)

1) Foreshore - 7(a) Environmental Protection (Ecology)

(i) LEP 1985

- Council supports the removal of the water quality elements and children's play areas from 7(a) zone.
- Support for cycle/walkway within the 7(a) zone and believe this is permissible with consent. Any development including the mentioned range of embellishments will need to ensure consistency with the objectives of the 7(a) zone. Further the design and location of the cycle/walkway and embellishments will need to adhere to the requirements / comments submitted by the Office of Environment and Heritage (OEH) and Crown Lands in this regard.
- Advice should be sought from Crown Lands in regards to any proposed development on the Crown foreshore strip (7309//1163571).
- Council does not support substantial clearing of vegetation in the 7(a) for the purpose of creating vistas. This is contrary to the objectives of the 7(a) zone. If proponent believes otherwise, adequate justification of how clearing for the vista meets the objectives of the environmental zone needs to be provided.

(ii) Proposed SLEP 2013

- Council does not support substantial clearing of vegetation in the E2 zone for the purpose of creating vistas. This is contrary to the objectives of proposed E2 zone. The Department is requested to consider the impacts and the capability of the proposal to meet the objectives on the zone

2) Stage 1 – Development - Southern side of Culburra Rd

(i) LEP 1985

- Small-lot dwellings within the current 2(c) zone will provide a diversity of lot size options.
- Access road to residential development is shown within the 5(a) zone. Details of future plans for the 5(a) zone will need to be conducive with the location of this road.
- The applicant will need to demonstrate that drainage of development will be towards Crookhaven catchment and not impact on Lake Wollumboola.

- More detail needs to be provided on the proposed reserve area. Is it intended to be a drainage reserve or dedicated to Council as public reserve?

(ii) Proposed SLEP 2013

- The current 2(c) zoned land is proposed to be rezoned to E2 Environmental Conservation and the 5(a) component to R1 General Residential under draft SLEP 2013. The proposed small-lot dwelling development would not be permissible in the E2 zone.

3) Stage 2 – Residential and mixed development

(i) LEP 1985

- The current 2(c) zoned land permits the residential component of Stage 2. Small-lot residential will need to be consistent with Councils integrated housing requirements within DCP 100 – Subdivision Code.
- The mixed use component is permissible with consent.
- The proposed café is permissible with consent.

(ii) Proposed SLEP 2013

- This land identified as Stage 2 is proposed to be zoned R1 General Residential under draft SLEP 2013. Under R1 small lot residential will need to concur with Clause 4.1C Exceptions to minimum lots sizes for certain residential development.
- Uses proposed in the mixed use component will need to comply with objectives and permitted uses in the R1 zone. Cafes are prohibited in the R1 General Residential zone.

4) Stage 3 – Residential lots, including recreational open space.

The proposed uses are consistent with the zonings under the SLEP 1985 and proposed SLEP2013.

5) Stage 4 – Residential and Leisure hub

In addition to the proposed residential component, the EA Report (March 2013, pp 20) identifies a proposed “leisure hub” in Stage 4 to include uses such as motels, hotels, cafes, restaurants, gift shops and the like.

(i) LEP 1985

- While the residential component is permissible in the 2(c) zone, the concept of the ‘leisure hub’ will have to demonstrate consistency with the objectives of this zone in regards to the proposed uses of motels, hotels, café, restaurants and gift shops.

- Further details for the 'leisure hub' concept are needed to demonstrate how this type of use is consistent with the objectives of the 7(a) zone.

(ii) Draft SLEP 2013

- The proposed use of motels and hotels (associated with the proposed leisure hub) is permissible in the R1 zone. However uses such as separate cafes, restaurants and gift shops are not permissible as a stand-alone use in the R1 zone. The applicant would need to demonstrate how these proposed uses are consistent with the R1 zone.
- Further details for the 'leisure hub' concept are needed to demonstrate how this type of use is consistent with the E2 zone

6) Stage 5 – Industrial Estate

(i) LEP 1985 and Draft SLEP 2013

- Any proposed uses in Stage 5 will need to comply with LEP 1985 4(d) Industrial General zone or the IN1 – General Industrial.

d) Section 94 Comments

Section 94 comments remain the same as Councils initial submission in 2013, however, the open space and community facility requirements of the site will need to be confirmed.

The Council's Contribution Plan 2010 provides a number of projects and a "per lot" estimate is attached as Appendix 2 for the 2013-14 financial year. This is updated in subsequent years and payable at the time of the release of lots by stages.

3. The amended plan 25405-37 Rev 02 and 26068-02-Rev 0

It is noted in the amended layout plan 25405-37 that:

- (a) There are three "viewing platforms" within the waterway and there is limited justification included in the RTS. Such structures could adversely impact the waterway and its vegetation and therefore require further investigation.
- (b) The plan does not indicate what the "blue shaded" areas represent. They appear to be a buffer but are not described. This needs to be included in the legend so it can be commented on and considered by the Department.
- (c) The plan relocates the electricity substation following discussions with the electricity authority and this is acceptable with landscape screening .

- (d) The plan east of the industrial area adds a “hotel site” and “community uses” area without explanation in lieu of the previously termed “future development zone”.

The strategic overlay previously mentioned could put such land use in context, however in absence of this information the previous designation of “future development” should be reinstated to avoid latter assumptions of potential uses.

4. Development Control Plan 100

Council’s controls for residential subdivision are in Development Control Plan 100 (DCP100) –Subdivision Code. Council requests that compliance with DCP100 be included into the Concept and subsequent Project approvals.

The following specific comments are provided:

(a) Stage 1 – small lots south of Culburra Road:

- (i) The use of the public land to provide a required APZ is not supported.
- (ii) The lot areas are less than the standard lot within DCP100 without analysis and development guidelines as required for integrated lots.
- (iii) The small pocket parks are inadequate in area and are not acceptable as dedicated public reserve. (DCP 100 specifies a minimum area of 3000 m²). Smaller areas are a liability in maintenance and usability. Should the proposed subdivision be via Community Title the open space areas may be within the community use land and the responsibility of a management plan.
- (iv) A buffer that separates the main Culburra Road and the internal service road is required to avoid an apparent wide single road reserve.

(b) Stage 5 Industrial:

- (i) A legal access is to be shown between the road and the electricity substation land.
- (ii) The proposed expanded industrial subdivision and the existing access road with Culburra Road should be designed for a single safe intersection to Austroad standards.
- (iii) As mentioned before, the “blue” strip between the industrial land and the mixed residential has not been designated. This should be a significant buffer to improve the amenity of the residential development.

(c) 25m Collector Road

- (i) There is no response to the issues raised by Council’s EA submission. The appropriate width and design for the Collector road will depend on the potential for additional development that will be adjacent to this road or contribute vehicle movements to the road. It is likely that a preferred design that may arise with future Project applications will require intersections with roundabouts and a central median for improved traffic flow. There is no provisions made for this treatment in the concept application and Council requests this inclusion.

(d) The mixed development – “The Circus”

- (i) The concerns about a lack of delivery vehicle parking have not been adequately addressed.
- (e) Stages 3 and 4 Residential
 - (i) A fire trail system is to be integrated with the road system.
 - (ii) Council does not support the proposed irregular and triangle shaped lots, as they can be very difficult to develop.
- (f) Small areas proposed as open space or drainage
 - (i) Council's concerns have not been adequately addressed. The narrow strips may be considered as combined drainage and shared pathways subject to designs complying with DCP 100.
 - (ii) The small areas within the road system are unacceptable as open space as mentioned earlier and in the EA submission.
- (g) Sports recreational oval
 - (i) The proposed layout conforms to Council's standard layout. Drainage should be conveyed towards the northern catchment,

5. Traffic and Transport

(a) Road network impacts

Council considers that some consideration of the accumulated traffic impacts at Kalindar Street, Nowra and the road network to the development should be included in traffic studies. This has been omitted and Council requests that this matter be considered.

(b) Intersection with Culburra Road.

Culburra Road is a local road with Council as roads authority. Council supports a rural standard roundabout being designed for the intersection with Culburra Road. The comments of RMS are noted but Council does not support the RMS position. There are considerable benefits in providing a roundabout for safe traffic movements. The proposed residential development south of Culburra Road, the expanded industrial area as well as the proposed development north of Culburra Road will lead to greater urbanisation of this section of the road between the Collector Road and the current urban interface. The road west of a roundabout will be assessed for the transitions between the 100 kph speed zone and an appropriate speed reduction over time.

The provision for a roundabout and a threshold for construction should be included in the Concept approval.

A copy of the Council's Traffic Units comments are attached as Appendix 1.

6. Shoalhaven Water – water and sewer.

Council's Shoalhaven Water group has provided its comments separately to the Department dated 17 December 2013. These are:-

a) General issues

In accordance with the requirements under the Water Management Act 2000, Shoalhaven Water require the following statements to be included within the development consent/approval -

b) Prior to Commencement of Any Works.

Upon receipt of an operational consent/approval the applicant/developer is to apply under Section 305 of Division 5 of Part 2 of Chapter 6 of the Water Management Act 2000 for a Certificate of Compliance from Shoalhaven Water.

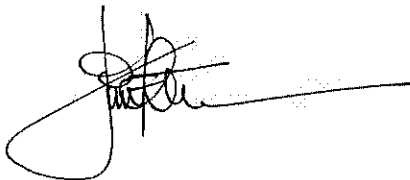
Relevant conditions/requirements, including monetary contributions (where applicable) under the Water Management Act 2000, can be provided under Section 306 of Division 5 of Part 2 of Chapter 6 of the Water Management Act 2000. A Development Application Notice (pursuant to Section 306) issued by Shoalhaven Water will outline all conditions/requirements to be adhered to.

A Certificate of Compliance shall be obtained from Shoalhaven Water after satisfactory compliance with all conditions as listed on the Development Application Notice and prior to the issue of an Occupation Certificate, Subdivision Certificate, as the case may be.

In the event that development is to be completed in approved stages or application is subsequently made for staging of the development, separate Compliance Certificates shall be obtained for each stage of the development.

7. Conclusion

Council requests the Department consider the Council's submission.

A handwritten signature in black ink, appearing to read 'Tim Fletcher', with a long horizontal line extending to the right.

Tim Fletcher
Director Planning and Development Services Group.
14 February 2014

Appendix 1.

Traffic Unit Comments on applicant's Response to Submissions

1. Introduction.

None of the Council's formal submission comments (section 11 road network and access) were responded to by the applicant (they have only responded to the RMS concerns). This is completely inadequate and Council's concerns remain very significant matters to resolve..

From a Traffic Unit point of view, a summary of key issues can still be summarised as per the original traffic unit comments (included in the attached document).

In summary this includes:

- (a) Impacts on external roads (safety and pavement impacts) to the west of the development (between the development and the extensive network of local roads linking the development to the Highway, including the various alternative routes)
- (b) Impacts on external roads (safety and pavement impacts) to the east of the development (between the development and Culburra village, including all intersections around the village shopping centre precinct)
- (c) Parking shortfall in the town centre
- (d) No Statement of Commitments to address external impacts, and this is difficult for Council/RMS/DPI to determine the appropriate scope of external works whilst there still remain significant concerns regarding the traffic impact study
- (e) Some significant flaws in the GTA current traffic study include:
 - Only 1/3 of the traffic generation from the development has been assessed (the generation to/from the west). Council made it clear when we provided the generation rates that the rates provided were specific to the amount of traffic proportion expected to be to/from the Highway. The balance of rates (ie standard RMS rates minus the rates provided by Council) represents the proportion of traffic to/from the east and this has not been assessed by GTA
 - Accordingly the other 2/3 of traffic generation from the development (to/from the east) has not been assessed at all. Essentially the applicants propose a 685 dwelling sub-division + industrial lands and have not assessed the traffic impacts to the east of the access road including the impacts on the existing Culburra village town centre. This is a significant omission.
 - Of the traffic distributed to/from the west, these impacts have been watered down by adoption of directional splits which are not agreed. The surveyed directional splits were not even adopted, but different rates which has had the effect of reducing the likely actual impacts.
 - Based on the traffic data included in the GTA report, for Culburra Road (west of the development) up to a 40-50% increase in traffic can be expected between the development and the Highway (based on Culburra Road to the west of the development)
 - Based on the traffic data included in the GTA report, for Culburra Road (east of the

development), this was not assessed but Traffic Unit anticipate that if 2/3 of the generation is to/from the east that up to a 75-100% increase in traffic can be expected between the development and Culburra village shopping centre (ie a doubling of current traffic volumes)

- Despite these very significant traffic impacts that can be expected, GTA have only assessed to the west of the development, and only based on a SIDRA analysis with watered down traffic impacts. They have not assessed the impacts on up to 35km of local road network between the development and the Highway with respect of pavement life, nor have GTA reviewed warrants for overtaking lanes, or adequacy of lane and shoulder widths in accordance with standards, nor has the intersection evaluation been based on AUSTROADS guidelines in all respects (just SIDRA modelling which is a reflection of traffic capacity not a review of safety). To the east of the development (where the most considerable impacts can be expected) there has been no assessment at all.

(f) The RMS stance regarding speed zone and the roundabout issue is concerning and Traffic Unit support the concept of a roundabout to demark the entry to the expanded Culburra Village and optimise safety of the new access. However to optimise sight distance considerably it is recommended that the roundabout be based on crest located to the east of the current access location. This will require a revised layout of the access road and adjacent development proposal. The proponent for the golf course (separate DA) currently propose a separate access in the 100kph speed zone to the west of the proposed access. Those proponents have confirmed that they are willing to revise their access and connect to the proposed roundabout, however if a roundabout is not supported they will maintain their separate access. RMS are on file as stating they want to reduce the number of access points along Culburra Road, as does Council. The concept plan must be approved on the basis of the roundabout to improve not only the developments access but improve safety upon entry to Culburra village. Based on the likely traffic generation an uncontrolled channelized intersection in a 100kph is not supported by Council, or the applicant. Council is the roads authority for Culburra Road and strongly support a non-mountable roundabout consistent with the original applicant proposal.

2. Traffic Unit comments in reply to response by GTA to RMS issues

(a) Analysis requested by RMS at Kalandar Street

GTA have shown a layout at the Highway/Kalandar Street intersection (Figure 3.1) which they suggest requires 3 approach lanes in each direction. There is inadequate land in the road reserve to achieve this. And improving capacity at Kalandar Street/Highway intersection will only influence a greater proportion of traffic to divert back to Kalandar Street which is of concern considering the current safety issues along the length of Kalandar Street. The reason why levels of traffic diversion have increased over the years (traffic from the villages diverting to Jindy Andy Lane, Millbank Lane etc) is to avoid the congestion at Kalandar Street. GTA have tested the impacts of the development at Kalandar Street based on the current distributions, however this is not what would occur in reality. In reality higher congestion of traffic at Kalandar Street / Highway would simply influence a greater diversion of traffic to Jindy Andy Lane, and Millbank Lane etc, and this sensitivity analysis has not been undertaken by GTA, and it is not correct for

RMS to require an analysis only at Highway/Kalandar intersection (as if it were the only access to the Highway). GTA are correct in saying the appropriate strategy is ENSA. That is Council's strategy as that will resolve Kalandar Street and shift traffic back off some of the rural roads which are simply not built to a standard to safely accommodate any traffic increases. The issue with this development proposal is firstly improving the traffic study to more accurately reflect the likely traffic generation and traffic diversions, including an assessment of mitigation works along the length of the road network (addressing the deficiencies as note above). There will then need to be a negotiation I would imagine regarding what works are undertaken on what roads, what contribution may be appropriate towards ENSA, or a reasonable combination of both. Given that Council have been unable to adopt a contributions plan for ENSA it would be more appropriate in my view that actual works are undertaken to mitigate the adverse impacts (safety and pavement issues) along the 35k length of road network that this development will significantly impact.

(b) Roundabout/Speed zoning issues raised by RMS at the development access/Culburra road intersection

In review of the latest addendum report it would appear that the applicant and GTA have simply tried to address RMS viewpoints. However Council Traffic Unit strongly disagree with RMS. Accordingly Council have no choice but to advise DPI of their own views.

As indicated above Council very strongly supports the roundabout concept. The roundabout and access should be relocated to the top of crest to the east to ensure good sight distance to the roundabout in both directions. This solution will improve safety at the development access, improve safety at the village entry, and based on Council's discussions with the proponent of the adjacent golf course (a separate DA), the roundabout will accommodate the golf course development access which is currently proposed (same owner) to have separate access in the 100kph speed zone to the west of the proposed 3A development access. The applicant for the golf course believes very strongly in the concept of the roundabout and improve village entry and has stated that they will only proposed to relocate the access if on the basis of a roundabout.

It is also worthy of note that the RMS have just built a large non mountable roundabout at South Nowra (Warra Warra Road) to physically slow traffic down on entry to the 70kph speed zone. This is no different to the proposal at Culburra. The only difference is that at South Nowra the 70/100 change was at the roundabout location already. At Culburra RMS don't want to move the current 50 zone, or even have a transition zone, to accommodate the roundabout. The RMS position (Culburra) shows no vision of the future village entry, and the RMS recommendation of uncontrolled access points in the 100kph speed zone to accommodate the development (based on the very significant amount of traffic expected per the current proposal) is difficult to understand, particularly when it is not the RMS's road to manage, it is Council's. An uncontrolled intersection such as that reflected in Figure 5.12 is not accepted by Council. The original rural road non-mountable roundabout proposal should be reinstated.

3. Traffic Unit comments in reply to the lack of response by GTA to the Council issues

(and additional comments upon review of the addendum report)

- For many of the assumptions made by GTA inadequate evidence has been provided to support the assumptions. For example GTA have used directional splits of 30 (eastbound)/70 (westbound) in the AM and 55 (Eastbound)/45 (westbound) in the PM, despite their own surveys suggesting 25/75 in the AM and 70/30 in the PM. These changes to rates have a significant impact on the analysis and the surveyed rates must be adopted.
- GTA have also not undertaken an analysis of traffic between the development and Culburra Village which is a significant omission. They have used generation rates that Council assisted to provide which was relating to the amount of traffic that could be expected to travel to/from the Highway. That is approximately 1/3 only of the total external traffic generation likely to be generated from the development. The balance of total generation rates (ie the standard RMS rates minus the rates Council provided) is the traffic generation between the development and the existing Culburra village (approximately 2/3 of all traffic generated) and this has not been assessed by GTA.
- Based on the information in the GTA report the current traffic volumes on Culburra Road (east of the development) can be expected to double as consequence of the proposal and this will have significant consequences for Culburra Road (access to the village) and to all intersections and road network in/around the existing shopping centre. An assessment of safety and pavement adequacy to the east of the development (including in/around the village shopping centre) is a significant omission.
 - For example based on the traffic figures in the GTA report, for section Culburra Road east of Coonemia Road> AM peak 412 vph existing. Proposed is 613 vph (49% increase). If this increase represents only 1/3 of the overall generation, and 2/3 of traffic will be to/from the Culburra village, this means that east of the development access a 98% increase (effective doubling of traffic) will be experienced.
 - And In the PM peak 517 vph existing. Proposed is 711 vph (38% increase). If this increase represents only 1/3 of the overall generation, and 2/3 of traffic will be to/from the Culburra village, this means that east of the development access a 75% increase will be experienced.
 - Despite the above increases in traffic expected, GTA have not assessed whether current pavements can handle the extra traffic, whether lanes and shoulders are adequate, and other safety checks (AUSTROADS guidelines) to the west and east of the development.
 - Simply the current traffic impact study is incomplete.
- Of the analysis that GTA did (west of the development) only SIDRA analysis was undertaken at intersections which is not adequate. No review was undertaken against AUSTROADS guidelines for example GTA have not assessed the impacts on up to 35km of local road network between the development and the Highway with respect of pavement life, nor have GTA reviewed warrants for overtaking lanes, or adequacy of lane and shoulder widths in accordance with standards, nor has the intersection evaluation been based on AUSTROADS guidelines (warrants for rural turn lanes). And as suggested to the east of the development (where the most considerable impacts

can be expected) there has been no assessment at all.

- The roundabout proposal is supported for the developments access at Culburra Road, including redesign of the golf course access to access from same roundabout. The roundabout location however should be relocated to the east to top of crest to maximise sight distance. Council Traffic Unit disagree with GTA that sufficient sight distance is available at the current access location. Simply safe intersection sight distance (SISD) is inadequate due to the crest located to the east of the current access road. Relocating further to the west is not possible due to sight restrictions in that direction. Relocation to the east is the only feasible solution. This requires redesign of the access road and adjacent development. The additional benefit of this relocation is that it relocates the roundabout closer to the existing village entry.

It is recommended that the applicant's traffic consultant meet with RMS and Council in the first instance to agree to revised traffic assumptions.

The Traffic impact report shall then be updated including addressing other important AUSTROADS checks (review design adequacy of the current 35km extent of road network between the development and Princes Highway, and to the east of the development and extending to include the Culburra village shopping precinct, including an assessment of whether the current road pavements can accommodate the development (particularly considering the very substantial traffic increases) noting a significantly high percentage of heavy vehicles can be expected due to the proposed industrial Lots in addition to general construction traffic and servicing. This will impact safety and significantly impact pavement life of the current road network and the current traffic study has not adequately addressed these impacts.

4.Concerns re the 30 Lot sub-division proposal at Lot 6 DP1065111

This proposal (south of Culburra Road, immediately east of the old transfer station) is not accepted based on the current layout. Issues as follows:

- The northern most internal road (parallel to Culburra Road) should be deleted. There should be no internal road close and parallel to Culburra Road.

It is recommended that the public reserves (if they are necessary) should all be located between the development and Culburra Road to increase the setback of development to Culburra Road to improve road safety

GTA have not assessed the access requirements in accordance with standards. No doubt to mitigate the developments access (on the basis of projected volumes including the full impact of the Part 3A proposal) It is likely that a fully sealed passing lane (CHR or CHR(S) plus a fully sealed left turn lane (AUL), is likely to be required to safely accommodate the developments access. This assessment is outstanding. With the likely amount of traffic from the Part 3A application, a mountable roundabout may end up being a more cost effective solution to the access, reinforcing the lower speed environment envisaged for the village entry.

The Traffic impact report shall then be updated including addressing other important

AUSTROADS checks (review design adequacy of the current 35km extent of road network between the development and Princes Highway, and to the east of the development and extending to include the Culburra village shopping precinct, including an assessment of whether the current road pavements can accommodate the development (particularly considering the very substantial traffic increases) noting a significantly high percentage of heavy vehicles can be expected due to the proposed industrial Lots in addition to general construction traffic and servicing. This will impact safety and significantly impact pavement life of the current road network and the current traffic study has not adequately addressed these impacts.

Appendix 2:

Shoalhaven City Council - Section 94 Fee Estimate Only

PO Box 42
Nowra

Tel: 44293111
Fax: 44221816

Application:

Property: Culburra Rd, CULBURRA BEACH - Lot 6 DP 1065111
UTE: 98008

Fee Estimate Date: 13 Jan 2014

Project	Description	Rate	Qty	Total	GST	GST Incl
01ROAD2096	Pyree Lane, Culburra Road	\$133.50	1	\$133.50	\$0.00	\$133.50
01ROAD2099	Greenwell Point Road	\$35.40	1	\$35.40	\$0.00	\$35.40
02CFAC0004	Long Bow Point Village Community Hall	\$939.96	1	\$939.96	\$0.00	\$939.96
02OREC0005	CULBURRA EXPANSION AREA-Environmental Protection	\$572.96	1	\$572.96	\$0.00	\$572.96
02ROAD2001	Culburra Road/ Princes Highway	\$219.67	1	\$219.67	\$0.00	\$219.67
CWAREC2004	Synthetic Hockey Field Facility	\$74.08	1	\$74.08	\$0.00	\$74.08
CWCFAC0003	Shoalhaven City Arts Centre	\$33.34	1	\$33.34	\$0.00	\$33.34
CWCFAC0004	Shoalhaven Mobile Childrens Services	\$11.04	1	\$11.04	\$0.00	\$11.04
CWCFAC0005	Shoalhaven Multimedia & Music Centre	\$10.96	1	\$10.96	\$0.00	\$10.96
CWCFAC0006	Shoalhaven City Library Extensions	\$290.60	1	\$290.60	\$0.00	\$290.60
CWCFAC2002	Shoalhaven Multi Purpose Cultural & Convention Centre	\$1,347.46	1	\$1,347.46	\$0.00	\$1,347.46
CWFIRE2001	Citywide Fire & Emergency services	\$120.81	1	\$120.81	\$0.00	\$120.81
CWFIRE2002	Shoalhaven Fire Control Centre	\$176.75	1	\$176.75	\$0.00	\$176.75
CWMGMT3001	Contributions Management & Administration	\$502.40	1	\$423.05	\$0.00	\$423.05
CWOREC2001	Embellishment of Icon and District Parks and Walking Tracks	\$215.91	1	\$215.91	\$0.00	\$215.91
MACFAC2002	Northern Shoalhaven Community Transport and Family Support Services	\$6.81	1	\$6.81	\$0.00	\$6.81
MACFAC4001	Northern Shoalhaven Integrated Children's Services	\$41.23	1	\$41.23	\$0.00	\$41.23

Sub Total: \$4,653.53

GST Total: \$0.00

Estimate Total: \$4,653.53

Notes:

1. This is an estimate only and is not a payment advice.
2. Valid for the date of issue only, as these rates / projects may change over time.
3. Shoalhaven Contributions Plan 2010 commenced on 23 March 2011.

