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Ms Marian Higgins  
Director, The Planning Group  
PO Box 1612  
**NORTH SYDNEY NSW 2059**

Our ref.: MP06\_0025 MOD 5

Dear Ms Higgins,

**Stage 1 Vincentia Town Centre, Vincentia (MP06\_0025 MOD 5)  
Response to Submissions**

The exhibition of the Environmental Assessment for the above modification ended on Friday 29 March 2013. All submissions received by the department during the exhibition of the proposal have been forwarded to you and are available on the department's website at: <http://majorprojects.planning.nsw.gov.au>.

The Department has reviewed the submissions received and considered the modification proposal as detailed in the Environmental Assessment. The Department has identified a number of issues and additional information to be addressed, outlined in **Attachment 1**. The key issues identified with the proposal relate to urban design, traffic and environmental obligations. I would ask that you provide a response to the issues raised by the Department.

The response should identify how you have addressed issues raised by the Department and in the submissions. A revised Statement of Commitments is also required incorporating any amendments following your response to submissions.

Your contact officer, Pilar Aberasturi, can be contacted on 02 9228 6496 or via email at [pilar.aberasturi@planning.nsw.gov.au](mailto:pilar.aberasturi@planning.nsw.gov.au). Please mark all correspondence to the attention of the contact officer.

Yours sincerely

Karen Jones 24/4/13.  
**Director, Metropolitan & Regional Projects South**

## Attachment 1

### Issues

#### Urban Design

Any proposed alternative design should be supported by details of how such a design is guided by the design competition criteria and satisfies the approved need for design excellence

The proposal should be reviewed, in light of comments from Shoalhaven City Council specifically addressing the following:

##### Moona Creek Road (MCR)

- the reorientation of the proposed building away from Moona Creek Road conflicts with the intention of the original approval to create a main street to the town centre.
- establishing a relationship of the buildings with the main street including existing development maximising activation of MCR;
- relocation of the loading dock away from a prominent corner which will result in conflict between delivery vehicles and pedestrian movements;
- external façade treatment (including fencing / wall / landscaping / street furniture and heights) to create a sense of place;
- the achievement of pedestrian comfort, activity and safety along the main street by inclusion of weather proof path facilities, conveniently located bus stop, taxi stand, on street long vehicle parking (caravans) and trolley storage area in proximity to the redesigned entry;
- a convenient entrance within the eastern elevation to the building to reduce travel distance and activate the street frontage; and
- establishing a relationship with surrounding commercial uses (such as medical centre opposite) and residential subdivision within which the site is located.

##### Arbour Way

- visual corridor along Arbour Way interrupted by a retail mall;
- The reduction in size of the library space and its proposed relocation away from the retail centre conflicts with the original intention to provide an adequately sized community facility within an integrated town centre. The proposed location, size and timing should be reviewed to establish whether a more appropriate arrangement can be provided.

#### Traffic & Access

Concern is raised in relation to the variance between the approved Statement of Commitments and road infrastructure now proposed to adequately address potential traffic impacts associated with a development of a similar total floor space, to that approved.

The proposal should be reviewed, in light of comments from Shoalhaven City Council and the Department's Southern Region Branch comments, and should specifically address the following:

- The proposed location of the service station and fast food outlet away from the town centre conflicts with the intention to provide an integrated centre. The proposed location of the pad sites their proximity to Naval College Road and access arrangements should be reviewed to establish whether a more efficient arrangement can be provided, to reduce the likelihood of future 'ribbon development'.
- The proposed use of Arbour Way as the main pedestrian spine into the centre, conflicts with the need to provide clear and unobstructed access to the loading dock and vehicular access to the car park. Consideration should be given to an alternate loading / unloading arrangement (including relocation options using the western road access off Moona Creek Road) to minimise conflicts with other vehicles / pedestrians.
- Concern is raised with the proposed deletion of road upgrades previously committed to including lane widths and a signalised intersection on The Wool Road to the Bay and Basin Leisure Centre. Consideration of a combined traffic solution for the existing and proposed access points to the Bay and Basin Leisure Centre along The Wool Road in context of the delivery time in Stage 2 is required.

- The left in left out turn out from Stage 2 to TWR should be reviewed to establish whether potential negative impacts on the surrounding road network (including truck movements and slow down lane) can be avoided or appropriately mitigated. An alternate arrangement should be considered (including the previously approved outcome for trucks existing the bulky goods loading dock) to accommodate expected additional traffic without impacting on the existing road network.
- Consideration of a more conveniently located bus bay and taxi stand to the retail entry (Stage 1 and 2) to reduce pedestrian travel distance along MCR.
- The Traffic Report should be updated to include the approved signalised crossing on Naval College Road and internal and external vehicle movements from the proposed service station and fast food outlet sites. Confirmation of appropriate car parking for Stages 1 and 2 including details of the numbers of vehicles which will be using the western access to the car park and from internal traffic / queuing for fuel and fast food outlets should be included in any traffic study.
- Concern is raised with the proposed deletion of road upgrades committed to by the proponent as part of the original approval including:

#### Moona Creek Road (MCR)

- need for details of road reserve dimensions at the proposed roundabout at Halloran Road and MCR are required not encroaching outside the site;
- need for details on the usage / traffic patterns at western access to car park or from internal traffic flow / queuing for fuel and fast food outlets;
- need for construction timing of MCR prior to CC for Stage 1;
- further information on the opportunity to include a taxi call system within car park; and
- need for details of swept paths for Stage 2 to validate practical use of the loading docks.

#### Naval College Road (NCR)

- clarification that the approved roundabout at NCR / MCR intersection and the connecting road upgrades on NCR including between the MCR and Bayswood Avenue will remain secure. Further, that the NCR / TWR intersections and the NCR/ TWR intersection will also remain secure.

#### The Wool Road (TWR)

- clarification that the approved slow down lane between the existing TWR/NCR intersection and the existing access to the Bay and Basin Leisure Centre will remain secure; and
- clarification that the approved rehabilitation of the current access to the BBLC on TWR to increase habitat connectivity will remain secure.

### **Environmental Management**

Concern is raised in relation to the variance between the original environmental commitments by the Proponent to stabilise the balance of the cleared environmental zone including the Boardwalk Creek and rehabilitation of the access road to the Bay and Basin Leisure Centre. The proposal should be reviewed, in light of comments from Shoalhaven City Council, Office of Environment and Heritage, Department of Primary Industries (including Office of Water and Jervis Bay Marine Park) and should specifically address the following:

- The appropriateness of the proposed amended Statement of Commitments to adequately stabilise the cleared zone in Stage 2 and ensure the integrity of the catchment and to protect the downstream environment from degradation.
- Details of any further delay associated with phasing of the development (including road works to the existing and proposed access to the Bay and Basin Leisure Centre along TWR) on the environmental management and rehabilitation required for the land already cleared and adjacent environmentally important areas. Confirmation of the timing to undertake approved environmental obligations is required for effective management and maintenance of the area for the life of the development.
- The approved water quality sampling plan including appropriate water quality management measures should be updated to include the proposed modification.

## **Additional Information**

The following additional information is requested:

- Confirmation of the proposed GFA for Stage 1 and 2 compared to the approved Master plan (DA 1900) providing a breakdown of proposed uses.
- A consolidated Statement of Commitments illustrating the proposed Statement of Commitments in relation to the existing approved proponent's commitments. Any amended / deleted commitments should be clearly struck out and any new commitments bold. A clear rationale for each amendment is required.
- Provision of advice on what amendments, if any, are required to the Concept Plan approval to remain consistent with the outcome of the assessment and determination of MOD 5.
- An assessment of the proposed noise / air quality / lighting impacts from the consolidated loading dock, service station and fast food outlet on residential amenity.
- An assessment of the Safer by Design principles on neighbouring residential properties from design and operation of the town centre (Stage 1 and 2) including the service station and fast food outlet.

### Drainage / Stormwater / Sewer Infrastructure

- Clarification is required on the type of treatment, including recommendations of either piped or open system for the 'Boardwalk Creek'.
- Detailed road design plans to accurately show the location of all existing and proposed Shoalhaven Water assets in relation to the proposed road works. This should be submitted and is likely to be to agreement by Shoalhaven Water.
- Confirmation of the following is requested:
  - that water quality treatment measures are adequate to mitigate any likely pre and post development pollutant sources on the downstream environment;
  - Water balance details for the on line pond during dry periods;
  - Adequate protection management in relation to blue green algae and aquatic weeds on the downstream SEPP 14 wetlands amended by Statement of Commitments No. 15;
  - Type of sewer servicing proposed (gravity or otherwise) for pad sites 1 & 2;
  - That the natural water flow regime is not altered including where possible retention of natural watercourses and riparian corridors;

### Environmental Management

- Clarification is sought on a definition of 'temporary revegetated landscape', how this area will be vegetated and managed and incorporation into the Statement of Commitments.

### Landscaping

- Details of the proposed landscaping and timing for the temporary vegetated landscape should be provided.

### Noise

- An updated Noise Report addressing the proposed modification.

### Accessibility

- An updated accessibility report addressing the proposed modification.
- Amended plans detailing disabled parking required to be provided at the western mall entry (Stage 1) and adjacent to the retail, bulky good and library uses is required.