

MP06_0034 | Part 3A Major Project | Environmental Assessment
Proposed Tourist and Commercial Development at Goodnight Island, Orient Point and 76 + 84 Greenwell Point Road, Greenwell Point

November 2007



existing view looking east to Goodnight island from jetty at no.76 Greenwell Point Road



artists impression looking east to Goodnight island from jetty at no.76 Greenwell Point Road

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EXECUTIVE SUMMARY

The Environmental Assessment (EA) has been prepared on behalf of Milad Investments No.1 Pty Ltd, as part of a 'Part 3A' application to the Director-General under Section 75M of the Environmental Planning and Assessment Act 1979 (the Act).

The Director-General's Requirements for the Environmental Assessment of Proposed Tourist and Commercial Development at Goodnight Island and Greenwell Point Road (MP06_0034) dated 24.08.06, advised that "the Minister for Planning has authorised a Concept Plan on 25 July 2006" ([refer Appendix 1](#)).

Further to the Minister's advice, detailed investigation of the requirements, and consultation John Arnold and David Mutton at the Department of Planning (see section 4), it was decided in September 2006, that this application would be submitted with sufficient detail so as to be able to be consented to as a 'Major Project' rather than 'Concept Plan' by the Minister, in accordance with Section 75P(c) of the 'Act'.

The Environmental Assessment relates to the Proposed Tourist and Commercial Development at Goodnight Island and Greenwell Point (see project description section 1 | 2-3 and property description section 1 | 6-17).

This Environmental Assessment specifically addresses the Director-General's Environmental Assessment Requirements (DGEARs), summarised as follows:

Attachment 1 :

Statutory Planning Provisions

The EA addresses any relevant and non-relevant statutory provisions in [section 2](#).

Key issues

The EA addresses the 15 Key Issues in [section 3](#).

Consultation

The EA addresses an appropriate and justified level of consultation in [section 4](#).

Draft Statement of Commitments

The EA provides a draft statement of commitments outlining the implementation of the environmental management, mitigation and monitoring measures, to minimise potential impacts of the project in [section 5](#).

Signed Statement

The EA provides a signed statement from the authors in [section 7](#).

Schedule 1 :

The EA confirms that the Technical and Policy guidelines have been referred to as required by all consultants involved in the project.

Schedule 2 :

The EA confirms that all required plans, architectural drawings and diagrams have been provided.

PROPERTY DESCRIPTION - 76 + 84 GREENWELL POINT ROAD

property address: **76 Greenwell Point Road Greenwell Point NSW 2540**
registered title: Lot 1 in Deposited Plan 1070720
site area: 3507m²

property address: **84 Greenwell Point Road Greenwell Point NSW 2540**
registered title: Lot 3 in Deposited Plan 589201
site area: 1308m²

local government area: Shoalhaven City
parish & county: parish of Numbaa & county of St Vincent

zoning: 3 (f) – Business “F” Village Zone - Shoalhaven LEP 1985

easements | covenants: foreshore building lines and flood liable

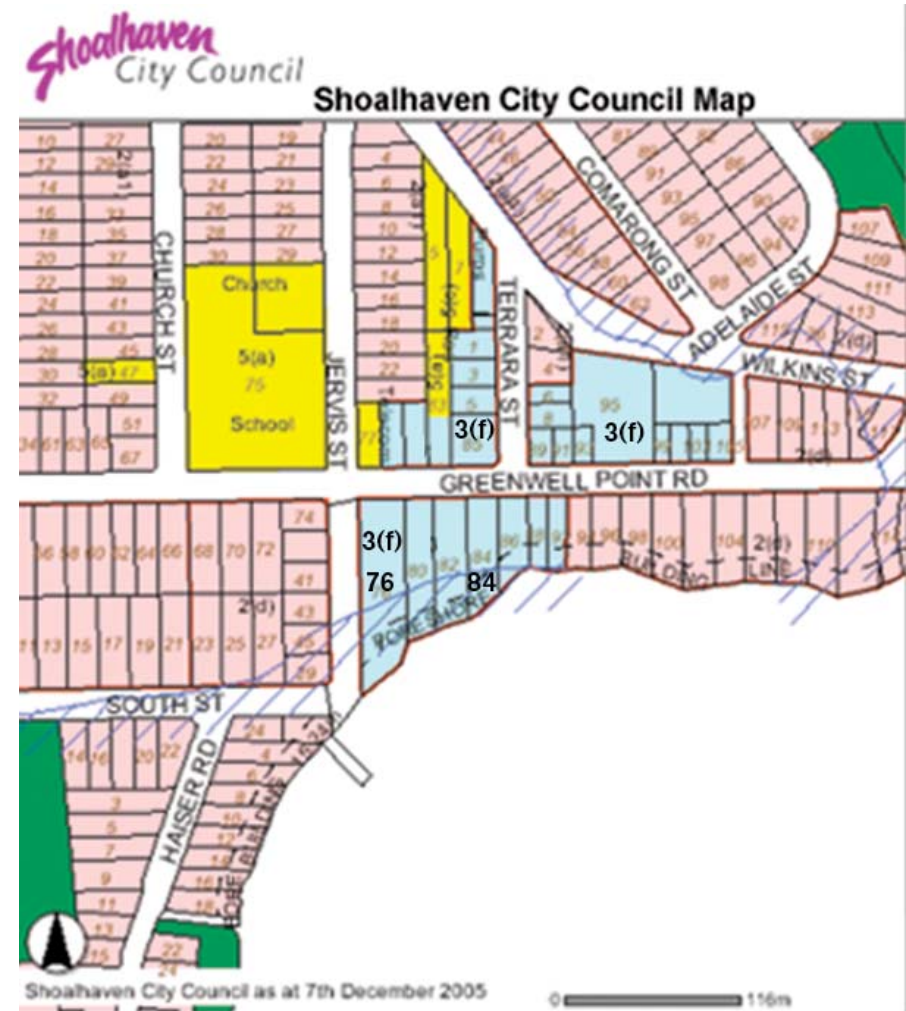


figure 1 : Shoalhaven City Council zone map1

PROPERTY DESCRIPTION - GOODNIGHT ISLAND

property address:	Orama Crescent, Orient Point NSW 2540
registered title:	Lot 52 in Deposited Plan 223963
site area:	16.54 ha (approx. 40 acres)
local government area:	City of Shoalhaven
parish & county:	parish of Numbaa & county of St Vincent
zoning:	1 (d) – Rural “D” General Rural Zone (island) under Shoalhaven LEP 1985 7 (a) – Environment Protection “A” Ecology Zone under Shoalhaven LEP 1985 (surrounding wetlands)
heritage significance:	Shoalhaven Heritage Inventory no. 2390335 Local Significance (Shoalhaven area) as the site of early tourist accommodation in the area.

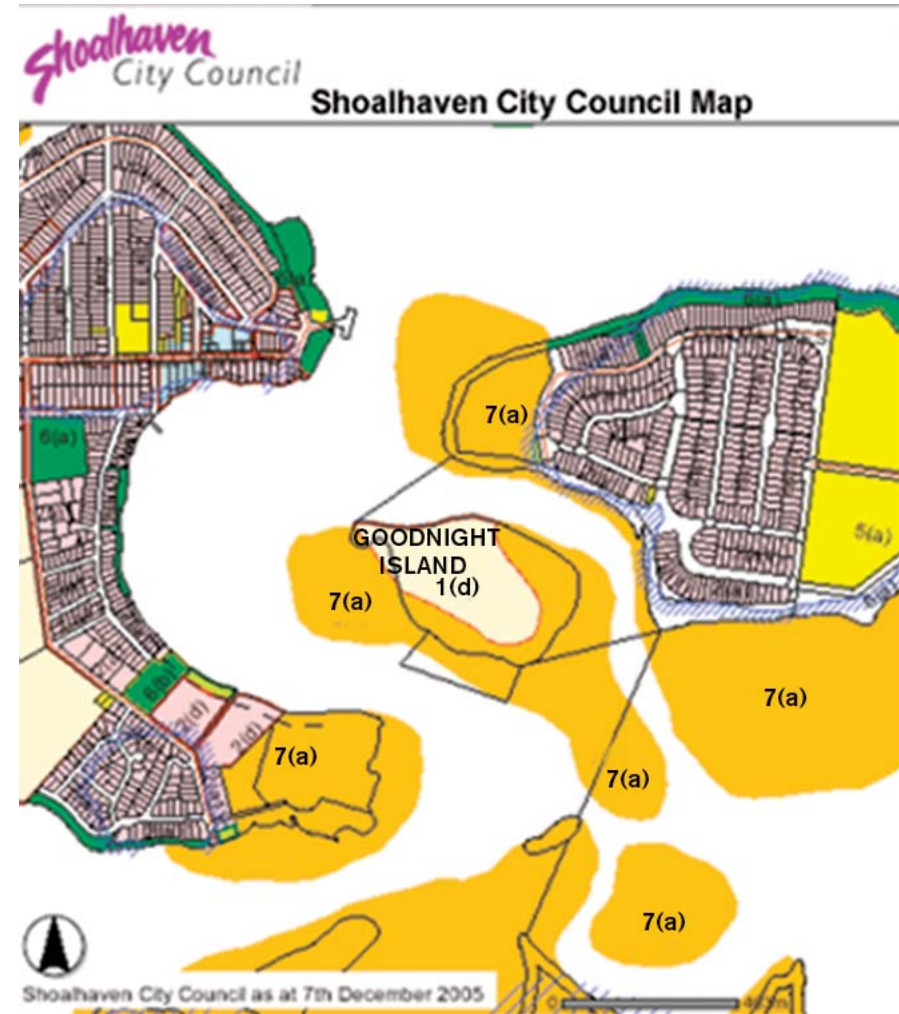


figure 2 : Shoalhaven City Council zone map2

SITE ANALYSIS

Greenwell Point is situated approximately 170km south of Sydney with the nearest city being Nowra, approximately 12km to the west.

Goodnight Island is approximately 500m east of Greenwell Point and has an area of approximately 40 acres to the mean high water mark (HMW) + wetlands extending its overall form.

Goodnight Island is a freehold island situated in the Crookhaven River estuary, surrounded by a number of smaller mangrove islands and oyster leases.

The island has a width of approximately 800m east to west and 380m north to south and is generally an elliptical shape.

The site falls approximately 20m from the central 'grassy knoll' down to the HMW and is surrounded by forested areas to the north, east and south.

Entry to the island is via a licensed deep water jetty which is located on the northern side of the island with an adjacent barge/vehicular punt.

The island is vacant other than a few 'modern' sheds storing machinery for the maintenance of the island, and remnants of the historical guest house and entry stairs.



figure 3 : aerial photograph of 3 subject properties and surrounding locality

SITE ANALYSIS (continued)

Greenwell Point is a coastal town with a population of approximately 1800 people, known for its fresh oysters and seafood.

Greenwell Point has a strong maritime character, with a visual connection to the water and views of oyster farms, fishing boats, boat sheds and jetties. The town has a commercial fishing wharf and boat launching facilities for the general public.

The approach to Greenwell Point is through a rural landscape, with entry to the town marked by recent signage and landscaping.

Greenwell Point Road is the main access road to the town and through the town, terminating at the Point. Secondary streets run off Greenwell Point Road at right angles, with lots generally regular except along the foreshore.

Generally historic and commercial buildings are located on the higher ground or crest of Greenwell Point Road surrounding both subject sites, forming the 3f zone.

76 Greenwell Point is the largest and most prominent foreshore property in the Greenwell Point township, with an area of 3507m². The corner site is bound by Greenwell Point Road to the north, Jervis Street to the west and the Crookhaven River to the south.

The prominent corner site has the potential to be the 'gateway' to the Greenwell Point community and a key development as the first foreshore property within the 3f zone, on approach to Greenwell Point by road.

The site falls approx 7m over its approximately 128m length, north to south, from Greenwell Point Road to the Crookhaven River.

The western corner of Greenwell Point Road and Jervis Street has tall (overscaled) street trees which obscure the view to no.76 from the approach.

84 Greenwell Point Road is also a large foreshore property in the Greenwell Point township, with an area of 1308m² (2 properties east of no.76). The site is bound by Greenwell Point Road to the north and the Crookhaven River to the south.

The site at no.84 falls approx 5m over its approx 51 to 79m length, north to south, from Greenwell Point Road to the Crookhaven River

PROJECT DESCRIPTION

[note: this section is to be read in conjunction with Architectural Drawings and Visual Analysis](#)

The project encompasses 3 sites owned by Milad Investments No.1 Pty Ltd as per the property description section 1 | 2-3.

It is generally proposed to demolish and remove existing structures on the 3 sites and re-develop the sites to create a luxury eco-tourist development with supporting commercial infrastructure. The detailed project description is as follows:

Proposed Development at 76 Greenwell Point Road

demolition and removal:

- demolition and removal of existing fencing / sealed carparks / 8 x cabins / 2 x shops / 1 x residence with shop / 1 x shed / raised timber walkways + pergolas / timber jetty

proposed development:

The development at 76 Greenwell Point Road primarily functions as the arrival point for guests travelling by road to the Proposed Tourist Development, the carparking facilities have therefore determined the footprint of the building.

In addition to carparking, the arrival facilities of resort lobby, lounge and restaurant and retail and commercial spaces are also a required function of the development to

service the needs of the resort, and also the local community, as the current infrastructure of the township is insufficient.

The development also provides alternative accommodation to the island resort, predominantly for longer stays and family holidays.

The development comprises a predominantly 2 storey structure over 2 levels of basement carparking with a third level set back.

The development is broken down into 4 separate sections : 2 sections face Greenwell Point Road to the north and 2 sections face the Crookhaven River to the south, separated by an open atrium space. Full description as follows:

Ground Level – approx 2066m² including decks + garden areas in addition

- pedestrian entry: 1 level entry off Greenwell Point Road through to 'arcade' experience + 1 entry stairs off Jervis Street through the garden atrium
- 5 retail shops: these will be leased by others, therefore their use unknown at this stage, however, the north-west corner premises ideally suits a community bank
- a resort reception + guest lounge - if guests are to proceed to the island, they would wait here for the 'tender' boat to be ferried to the island
- a café / restaurant seating approximately 80 internally and 20 externally on the covered deck – this facility will also be open to the public
- 3 apartments providing alternative accommodation to the island development – 2 x 2 bedrooms and 1 x 3 bedrooms with open plan living, dining, kitchen + decks
- central open atrium garden with circular open fire stairs + circular lift well and gardens

PROJECT DESCRIPTION

Proposed Development at 76 Greenwell Point Road (continued)

- service and maintenance zone, including public bathrooms and staff areas
- perimeter gardens to east and western sides

Basement Carpark Level 1 (B1) – approx 2246m²:

- directly below ground level, the Basement Level 1 carpark will be the main entry for guests arriving by car. This level is accessed centrally to the building off Jervis Street at approx RL5.5, accommodating 66 carspaces, including 2 disabled spaces
- guests will be greeted inside the carpark on arrival, valet parked and escorted to the ground level reception area via the lift
- this level also accommodates a water tank, plant room and firestairs + liftwell
- note: carpark facilities B1 + B2 are in accordance with the Traffic Impact Statement prepared by Martens & Associates (see section 3 | 2)

Basement Carpark Level 2 (B2) - approx 2273m² including deck:

- Basement Level 2 carpark is accessed from the southern end of the site, off Jervis Street at approx RL2.5, accommodating 46 carspaces + 1 truck space + storage
- This level is virtually level with the ground to the south, therefore segregated to create an internal pedestrian access to the foreshore / jetty

- once guests have been checked-in and are ready to embark the 'tender' boat to the island, they will take the lift from the ground level reception area to B2, remaining undercover until exiting the building to the foreshore garden area leading to the jetty
- this level also incorporate an indoor pool area opening to the new foreshore garden

Level 1 – approx 1882m² including decks

- 12 apartments providing alternative accommodation to the island development – 8 x 2 bedrooms and 4 x 3 bedrooms with open plan living, dining, kitchen and decks
- central atrium garden with circular open fire stairs + circular lift well + bridge walkways (note atrium open to the elements, creating breezeway east / west)
- the north and south ends of the building are also open with balustrading only, therefore creating breezeways north and south

Level 2 – approx 1160m² including decks and gardens

- 4 x 3 bed apartments with open plan living, dining, kitchen and decks – these have been set back north, south, east and west
 - as above, the central atrium garden and open ends to walkways north and south, allow breezeway north, south, east and west
- note: Further to reviews with DofP following the initial submission to DofP in March 2007, setbacks to Level 2 have been increased to the east and west, therefore the bulk and scale of the building reduced.

PROJECT DESCRIPTION

Proposed Development at 76 Greenwell Point Road (continued)

foreshore garden – approx 800m²

- a new foreshore garden has been created by relocating parking facilities indoors and underground
- this garden will not be fenced to Jervis Street or the Crookhaven River, therefore accessible to the public
- 3-4 trees are proposed to be planted in the foreshore garden on the east with gardens and integrated bench seats ([refer Appendix 4 - Oculus landscape plans](#))
- It is proposed that an avenue of trees be planted on the side of the pedestrian footpath on Jervis Street to improve the streetscape / vista to the Crookhaven River (approx 8 trees to Jervis Street and 1 tree to Greenwell Point Road) - these would replace the overscaled/lopped trees removed)
- a new floating jetty with pontoon (approx 39m long x 2m wide – 6m wide pontoon), will replace the existing fixed piled jetty, for greater safety and ease of accessing the 'tender' boat by guests and the public

external materials and finishes

Generally the material palette will be neutral earthy tones with an emphasis on materials which patina and weather to age 'gracefully'. The materials will be muted colours and recessive to the environment and of low reflectivity.

Proposed Development at 84 Greenwell Point Road

demolition and removal:

- demolition and removal of existing fencing, driveway and 3 car garage
- demolition and removal of north, east and part southern portion of existing single storey weatherboard residence, to carry out proposed alterations and additions

proposed development:

The mixed use development at 84 Greenwell Point Road will have an important commercial function in providing a medical centre / chemist to service the needs of the resort and the community. The development also provides alternative accommodation to the island resort predominantly for longer stays and family holidays.

The existing residence facing the Crookhaven River will be partially retained including the ground floor level, with alterations and additions to convert the single storey residence to two storeys.

The residence will be occupied by the resort Manager and access from Greenwell Point Road will be shared with the mixed use development.

All existing ancillary structures including the boatshed, studio, concrete boat ramp and floating jetty will be retained.

PROJECT DESCRIPTION

Proposed Development at 84 Greenwell Point Road (continued)

Ground Level – approx 484m² including decks

- 2 retail spaces facing Greenwell Point Road: to be leased for the function of a medical centre / chemist – accessed directly off the Road
- level pedestrian entry off Greenwell Point Road for access to apartments
- 2 x 2 bed apartments providing alternative accommodation to the island development with open plan living, dining, kitchen and decks
- note: arrival and check-in will take place at no.76
- bathroom, storage, fire stairs + lift well

Basement Carpark Level 1 (B1) – approx 508m²:

- directly below ground level, entry to the Basement Level 1 carpark is off the eastern side of the property at approx RL3.5
- the carpark level accommodates 9 carspaces, including 1 disabled space, a water tank, plant room and liftwell

Level 1 – approx 484m² including decks

- 4 x 2 bed apartments providing alternative accommodation to the island development with open plan living, dining, kitchen and decks
- hallway, firestairs and lift well

Level 2 – approx 418m² including decks + garden areas in addition

- 1 x 3 bed apartment providing alternative accommodation with open plan living, dining, kitchen and decks
- this apartment is set back north + south by gardens and incorporate the liftwell within the apartment

landscape:

- A separate landscape plan has not been carried out for this site, as it will follow the concept of no.76 ([refer Appendix 4 - Oculus landscape plans](#))
- Note that there is not intention for additional landscaping to the foreshore of no.84

external materials and finishes

Generally the material palette will be neutral earthy tones with an emphasis on materials which patina and weather to age 'gracefully'. The materials will be muted colours and recessive to the environment and of low reflectivity.

PROJECT DESCRIPTION

Goodnight Island

demolition and removal:

- 3 x metal sheds / jetty / vehicular punt communications tower

proposed development:

The development at Goodnight Island has a combination of buildings and ancillary structures to create a luxury eco tourist resort. A detailed description is as follows:

marina

- a new floating jetty with ramped walkway and floating perpendicular fingers will replace the existing fixed piled timber jetty – note timber clad in reference to the original jetty
- the marina will accommodate 8 visiting boats + the 'tender' boat which will ferry guests to and from Greenwell Point
- note: no re-fuelling facilities to be provided at the marina
- upgrade the existing stone ramp to east of the marina, to re-locate and upgrade the vehicular punt / barge – note: primary means of moving waste, services etc

arrival deck + path

- guests will make their way to a level platform directly off the jetty where electric powered buggies will be waiting
- from the level platform, an approximately 75m long x 3.2m long ramped path will lead buggies and pedestrians to the Main Complex Entry Portico

main complex - entry portico

- the Main Complex is a single level horizontal structure located on the northern side of the island, with a soaring sculpted roof
- the first point of arrival will take place at the open entry portico
- a 'concierge pod' sits within this area with staff, admin and luggage facilities

main complex - restaurant + bar + lounge

- directly off the entry portico is the restaurant + bar area, seating approximately 82 internally and 30 externally - this facility will be open to the public by reservation
- a lounge area with library and cinamateque is directly next to the restaurant - these areas are separated by a double-sided fireplace with operable walls which can connect areas for a large function
- this area also accommodates a commercial kitchen, cold store, cellar and storage
- a generous hallway doubles as a gallery area

main complex - day spa

- a separate day spa 'pod' is located within the garden area to the rear of the public pavilion – accommodating 4 treatment rooms, admin area and bathroom (see image 4)

main complex - tea house

- a separate tea house 'pod' is also located within the garden area to the rear of the public pavilion – seating 16 people around a communal table with simple food and drink preparation areas (note: the tea house will share the restaurant kitchen facilities in the preparation of food)
- the tea house will double as a private dining room for the restaurant

PROJECT DESCRIPTION

Goodnight Island (continued)

main complex - bathrooms

- 2 x separate bathroom 'pods' are also located within the garden area to the rear of the public pavilion

main complex - recreation pavilion

- to the west of the public pavilion and setback in alignment with the 'garden' is the recreation pavilion accommodating a 25m lap pool, spa, gymnasium, change rooms, laundry and office areas to facilitate this area
- this pavilion is linked to the public pavilion by a covered walkway

main complex - 1 bed suite pavilion

- to the east of the public pavilion and setback in alignment with the 'garden' is the 1 bed suite pavilion accommodating 10 x 1 bed suites
- the suites are oriented to capture filtered northern views and sun, and have enclosed garden areas off the bathroom

main complex - 2 bed suite pavilion

- further to the east of the 1 bed suite pavilion is the 2 bed suite pavilion, accommodating 5 x 2 bed suites
- the suites are oriented to capture filtered northern views and sun, and have enclosed garden areas off the bathroom

main complex - staff pavilion

- setback to the south of the 2 bed suite pavilion is a separate staff pavilion accommodating staff kitchen, dining lounge, separate sleeping facilities for up to 6 staff, bathrooms, separate laundry and cleaning area
- this pavilion has direct access to the main complex, and also external buggy access to service the whole island

main elliptical pathway

- to the south and upslope of the main complex is the main pathway circumnavigating the island in an elliptical shape
- the 3.2m wide main path responds to the contours (RL 12 to RL18) as it moves around the island, creating a gentle slope for ease of pedestrian and buggy use
- the main path provides a logical and easily identified access route around the island, linking the main complex and other structures through satellite pathways
- subtle graphic + educational signage systems are proposed around the main path for ease of navigation and safety + lighting is proposed for night use

organic shaped pool

- a second 'organic shaped' pool is proposed to the north of the island, in contrast to the rectilinear lap pool in the recreation pavilion
- guests can access this pool through a timber walking track which dissects the 1 and 2 bed suite pavilion and links back to the main elliptical pathway

PROJECT DESCRIPTION

Goodnight Island (continued)



figure 4 : image portraying 'japanese type' pods located in the main complex garden



figure 5 : image of 'sojourn contemporary cabin retreat at far meadow (designed by studiointernationale)
portraying self contained pavilions

PROJECT DESCRIPTION

Goodnight Island (continued)

self-contained pavilions

- 16 x self-contained pavilions are scattered around the north-east to south-east of the island nestled amongst the trees therefore visually discrete
- 9 x 1 bed pavilions known as 'Pavilion A' sit on the higher slopes, accommodating 1 pavilion with bedroom and bathroom, open plan kitchen lounge and dining area with fire and a large undercover deck to the side (see image 5)
- 7 x 2 bed pavilions known as 'Pavilion B' sit on the lower slopes accommodating 2 pavilions – 1 pavilion with 2 bedrooms and 2 bathrooms and 1 pavilion with open plan kitchen lounge and dining area with fire. The pavilions are separated by a large central undercover deck

caretaker's dwelling

- 1 x dwelling, identical to 'Pavilion B' will be occupied by the island caretaker
- this dwelling has been clustered with the other pavilions, for visual continuity and is the only structure located within the 7(a) zone

villa

- the guest villa is a single level building located on the western side of the clearing within the elliptical form of the main pathway
- the villa is orientated to capture views to the north to Coollangatta Mountain, over the main complex
- the villa takes has a sculptural form through a semi-circular wall that creates privacy for inhabitants and visual interest when viewed from the surroundings

- the villa consists of 2 pavilions, a living pavilion and a bedroom pavilion opening onto northern decks
- the living pavilion includes an open plan kitchen, dining and living area with a bathroom pod separating an audio-visual area – a back-drop of a swimming pool wedged within the semi-circular form completes this pavilion
- the bedroom pavilion includes 5 bedrooms each with ensuite and a private garden
- The villa provides alternative accommodation on the island for larger parties

amphitheatre

- The amphitheatre is located on the eastern side of the knoll, located within the elliptical form of the main pathway
- The amphitheatre is a semi-enclosed space for individual contemplation and rest, or congregation and celebration
- the amphitheatre may also be used for acoustic performances
- other than simple lighting and water, no other services will be provided

helipad

- The helipad is also located on the eastern side of the knoll, within the elliptical form of the main pathway just north of the amphitheatre
- It is expected that the helipad will be used for alternative access to the island (infrequent) and emergency use

external materials and finishes

Generally the material palette will be neutral earthy tones with an emphasis on materials which patina and weather to age 'gracefully'. The materials will be muted colours and recessive to the environment and of low reflectivity.

PROJECT DESCRIPTION

Goodnight Island (continued)



figure 6 : image portraying dining experience in restaurant



figure 7 : image portraying timber boardwalk through woodlands

PROJECT DESCRIPTION

Goodnight Island (continued)

utility shed

- The utility shed is located to the west of the island behind the main complex recreation pavilion
- the shed is predominantly sub-terranean with access only from the western side to minimize visual impact
- the shed will have a grassed roof at approx RL 9.6, virtually level with the main complex floor level and have discrete balustrading
- the shed is the utility hub of the island accommodating the waste water plant system under the slab, electrical substation, gas generator, gas LPG bottles, waste storage and processing, machinery storage and general storage (more detail in section 3 item 8 'Infrastructure and Utilities Provision')
- a simple gravel road will be linked to the utility shed meandering around the western side of the island cutting across the entry platform to the relocated barge

tennis court

- A new grassed tennis court is proposed adjacent to the historic remains of the previous tennis court – minimal fencing will be provided

historic remnants

- the historic remains of the tennis court will have a contemporary landscape interpretation as a grove – the remnants of the court will remain
(refer [Appendix 4 - Oculus landscape plans](#))

- heritage and archeological assessment of the site has revealed the location of the original guesthouse to the north, upslope of the existing coral trees and stairs. It is intended to reveal the foundations of the historic guesthouse to integrate with the landscape (refer [Appendix 15 – Heritage Impact Assessment](#))
- the historic remains of the entry stairs to the north will remain and unify the 'historic area' of the island
- subtle graphic + educational signage is proposed to this 'historic area'
- ambient lighting is proposed for night use (see images 8 + 9)

nature trail / boardwalk and bird hide

- A nature trail / boardwalk is proposed around the west to south-west of the island to control recreational movement around the island, particularly sensitive wetlands
- the boardwalk will terminate at 2 points: 1 at the bird hide on the western wetlands and 1 at the extended boardwalk to the south for access to the Crookhaven River for designated water recreation in the form of kayaking and swimming
- note: the walkway will be sufficiently signed for educational purposes
(refer [Appendix 7 - Terrestrial Ecological Assessment and Management Plan](#))

landscape

- the landscape concept for the island is simple, essentially it involves significant re-planting and regenerating of woodlands and bush areas
- the northern entry to the site will remain as cleared grassed areas, as will the area on the knoll within the elliptical pathway, all other cleared areas will generally be regenerated to restore the ecological beauty of the island
(refer [Appendix 4 - Oculus landscape plans + Appendix 7 - Terrestrial Ecological Assessment and Management Plan](#))

PROJECT DESCRIPTION

Goodnight Island (continued)

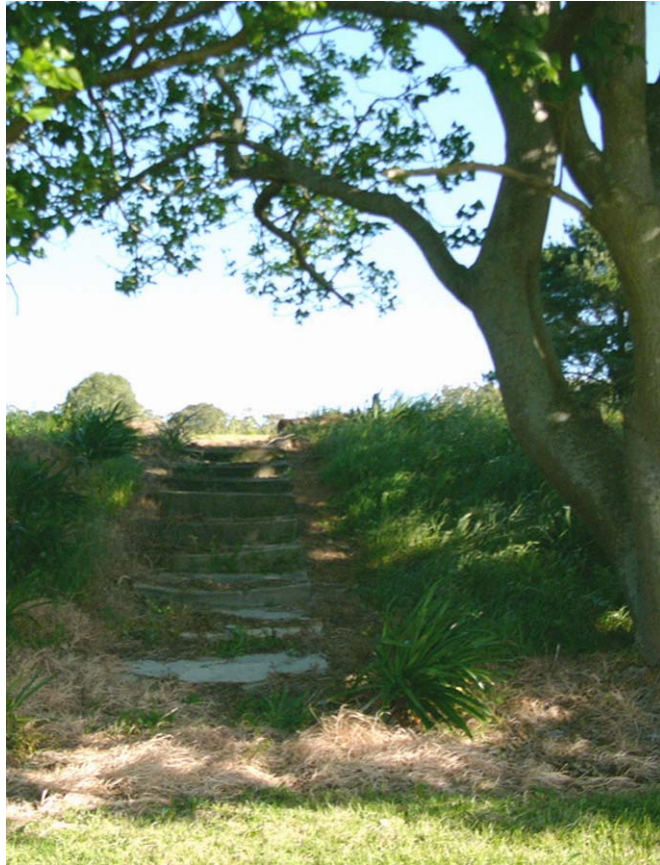


figure 8 : existing historic entry stairs leading to original guest house remnants

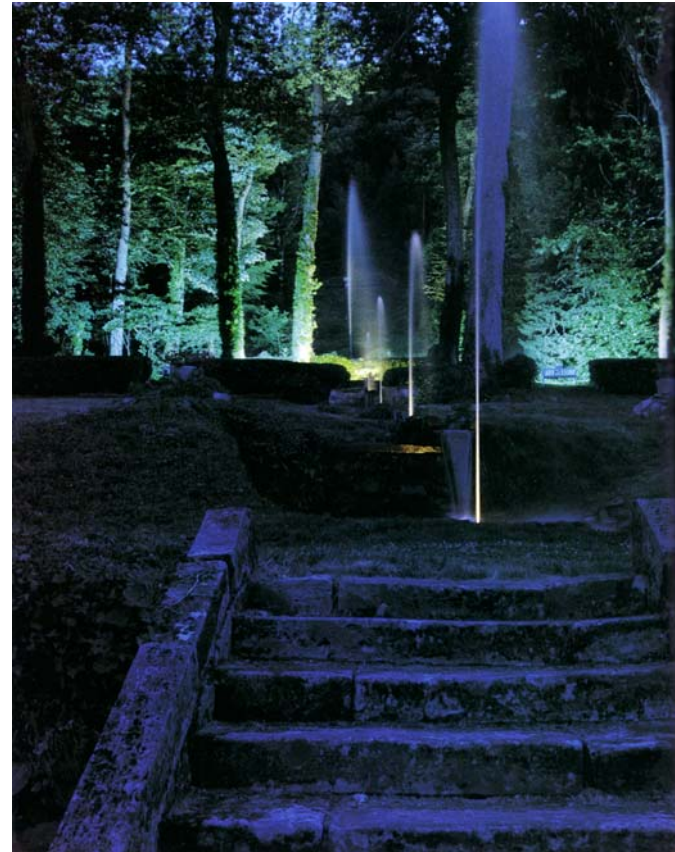


figure 9 : image portraying experience of ambient lighting in an historic garden

STATUTORY PLANNING CONSIDERATIONS

Part 3A Environmental Planning and Assessment Act 1979

On 1 August 2005 a new Part3A was introduced to the Environmental Planning and Assessment Act 1979 (the Act).

The Environmental Assessment ('EA') has been prepared on behalf of Milad Investments No.1 Pty Ltd, as part of a 'Part 3A' application to the Director-General under Section 75M of the Environmental Planning and Assessment Act 1979 (the Act)

Cowman Stoddardt Pty Ltd, local townplanners based in Nowra, were appointed to undertake a thorough report to review the statutory considerations relevant to the proposal ([refer 'Review of Statutory Considerations' dated May 2007, Appendix 2](#)).

Cowman Stoddardt's report concludes that there are no statutory impediments to the approval of the proposal.

ASSESSMENT OF DGEARS KEY ISSUES 1-15

Note, this section should be read in conjunction with studiointernationale's Architectural Drawings and 3d Visual Analysis.

This section of the EA specifically addresses the DGEAR's' Key Issues ([refer Appendix 1](#)), summarised as follows:

1. Water Cycle and Aquaculture Management

Martens Consulting Engineers were first appointed in March 2006 to carry out a preliminary environmental constraints map to facilitate the early sketch design stages of the project.

Following receipt of the DGEARS in August 2006, Martens were then appointed to Carry out a number of the environmental assessments and reports to address Key Issues, including this issue ([refer Appendix 5 – Concept Water Cycle Management Strategy \(WCMS\)](#), and [Appendix 6 – Estuarine Management Study](#))

The WCMS concludes that “the proposed development is compatible with the principles of ESD, WSUD and best practice engineering and complies with the requirements of NSW SEPP62, relevant state and local government guidelines and local studies”.

A summary of the WCMS recommendations is as follows:

- each building is to incorporate roof drainage connected to a rainwater collection tank/storage and/or transfer to augment potable water supply for the development

- a minimum 1200kL sub-surface tank (under main complex) is to provide main on-site potable water storage, all other tanks are to transfer captured water to this tank, which will supply a header tank at an appropriate height to supply all buildings on the island
- tank overflows are to be directed to suitably sized grassed overland flow paths prior to discharge off site
- each building will be connected to an appropriately sized sewage pump station directing wastewater to the proposed water reclamation plant (under shed)
- treated non-potable water to be directed back to buildings via a reclaimed water header tank (adjacent to water header tank) for toilet flushing + landscape use.
- a 6617m² reclaimed water irrigation field will irrigate all unused reclaimed water
- stormwater from elevated areas will be collected via underground agricultural drains, surrounding the main elliptical pathway, directed to a grassed buffer strip before discharge off site
- implementation of proposed stormwater control and quality measures will ensure the development has a net neutral or beneficial impact on the quality of stormwater discharges from the island

The Estuarine Management Study concludes that “the proposed development complies with SEPP62 and follows the actions in OISAS as being ways to protect and/or improve water quality for oyster aquaculture”.

The study recommends principles of ESD to be rigorously followed to ensure water quality is maintained and where possible improved to allow oyster aquaculture to continue in the area for the benefit of current and future generations.

ASSESSMENT OF DGEARS KEY ISSUES 1-15

1. Water Cycle and Aquaculture Management (continued)

A summary of further recommendations of the Study is as follows:

- educational and advisory signage to be implemented for recreational boating, warning of the need to protect sanitary water quality
- recreational / private boating to be excluded in specific oyster harvest areas to protect sanitary water quality
- wastewater system WCMS, to eliminate risk of discharge of untreated water into the estuary
- the sewage system as per WCMS. Evacuation of guests from island in the event that the on-site sewage system fails to prevent overflow
- stormwater run-off as per WCMS

SEPP14 Wetlands

Further to correspondence between studiointernationale and the Department of Planning in October 2006, regarding the inaccuracy of the existing SEPP14 wetland mapping for Goodnight Island, a letter was received from the Department dated 19 October 2006, confirming advice that the Department would consider a revised SEPP14 map with appropriate evidence.

Based on this advice, Martens Consulting Engineers were appointed to provide an accurate SEPP14 wetland map with validation of soil type, soil moisture, groundwater etc and Eco Logical Australia were appointed to validate vegetation communities and species.

(refer Appendix 7 - Estuarine Management Study – Attachment F - SEPP14 Map, and Appendix 8 – Terrestrial Ecological Assessment and Management Plan – item 3.2 SEPP14 Mapping Validation).

It is noted that all proposed buildings are setback greater than 50m from the wetlands and the mean high water mark.

On average, the self-contained pavilions have been setback between 50 – 90m staggering up the hill slope (average 70m), and the main complex is predominantly more than 50m away from the wetlands with the exception of the small north-east portion (less than 15m²) encroaching only approx 5m.

A nature trail / boardwalk will be constructed around the western side of the island terminating with a birdhide within the disturbed area of the western wetland – this will control access to these sensitive areas. Clear signage for educational purposes will be integrated within this trail / walk and also strategically placed around the island.

2. Flora and Fauna

Following receipt of the DGEARS in August 2006, Eco Logical Australia were appointed to carryout the ecological assessment to address this Key Issue (refer Appendix 7 - Terrestrial Ecological Assessment and Management Plan).

ASSESSMENT OF DGEARS KEY ISSUES 1-15**2. Flora and Fauna (continued)**

The Ecological Assessment concludes that “the proposal has been designed to avoid areas of significant habitat, in particular the saltmarsh / mangrove wetlands and areas of native vegetation with high ecological value... Regeneration of degraded areas will result in a net improvement to the ecological values of the area due to a reduction in weed invasion and assisted recovery of endangered ecological communities”.

No significant impacts to threatened species, populations or endangered ecological communities are likely to result from the proposal.

Implementation of the conservation and bushland management plan has been shown to meet the ‘improve or maintain’ principle, particularly given that degrading processes at the site are likely to continue if the site is not developed.

A summary of the Ecological Assessment recommendations to meet the improve or maintain principle is as follows:

- retain all significant trees (defined as greater than 40cm with or without tree hollows)
- retain ‘frog pond’ to the north as a potential habitat for green and golden bell frogs (note: this species were not found during field surveys)
- construct a nature trail around western side of the island linking with a boardwalk and birdhide within the disturbed area to the west – no other disturbance to wetlands

- restore and weed wetlands including filling of the ponds to improve water quality and decrease mosquitos
- nature trail to extend to part of southern boundary as designated swimming area
- implement interpretive signage to trail / boardwalk
- position cabins outside of high conservation area
- no cats and dogs allowed on the island
- bush regeneration through conservation and landuse management plan
- landscape with native species or non-invasive cultivated species

3 + 4. Helicopter Noise and Other Noise Impacts

Following receipt of the DGEARS in August 2006, Marshall Day Acoustics were appointed to carryout the noise impact assessment to address this Key Issue ([refer Appendix 8 – Noise Impact Assessment](#)).

The Assessment concludes that the proposed development will result in negligible noise impact on the surrounding environment, summarised as follows:

- noise emissions from helicopter activity and boat activity have been found to easily comply with their respective criteria
- mechanical service noise sources will be installed with appropriate noise control treatment to ensure compliance with the project noise level criteria
- based on the predicted additional traffic volumes, noise generated by additional traffic will be no more than 2dB above the ECTRN criteria, therefore not significant
- operational activities on Goodnight Island are expected to easily comply with project specific noise level criteria at the nearest existing residences

ASSESSMENT OF DGEARS KEY ISSUES 1-15

5. Marina Development

Martens Consulting Engineers have also carried out the assessment of this Key Issue (refer [Appendix 6 – Estuarine Management Study](#), and [Appendix 16 - Preliminary Geotechnical Assessment](#)).

There is currently a fixed timber clad jetty approximately 28m long on Goodnight Island with no marina. The proposed development will replace this jetty with an approximately 23.5m long walkway leading to a 9 berth floating marina.

The removal of the jetty will not involve dredging or disturbance to marine sediments.

Piling works involved with the involved in the construction of the new marina will be limited to a small number of holes for pile construction within the estuary and any potential Acid Sulphate Soils disturbed during construction works will remain below water level, thus preventing exposure to air and subsequent oxidation.

The fixed timber clad jetty at Greenwell Point will be replaced with a ramped timber walk leading to a floating pontoon. It is not intended to increase the berth capacity of the jetty, simply to upgrade it for safe access by guests to the 'tender' boat. The jetty length will remain the same with the width increased from approximately 1.2m to 2m.

No dredging and minimal piling works as above.

6. Water and Air Quality

Martens Consulting Engineers have also carried out the assessment of this Key Issue (refer to [Appendix 5 – Concept Water Cycle Management](#), and [Appendix 9 – Air Quality Study](#)). See item 1 Water Cycle and Aquaculture Management for assessment of Water Quality.

The Air Quality Study assesses potential sources of air pollution and provides management recommendations, summarised as follows:

- during construction : abate dust emissions by watering bare ground, restrict site access, revegetate disturbed areas progressively, provide wind breaks, fit equipment with dust suppressors, wheel wash dips at site entry / exit points
- motor vehicle emissions : ensure efficient traffic flow to, from and within the proposed development, provide adequate ventilation to underground car parking areas, fit service vehicles with air pollution control devices, provide information to guests regarding local public transport systems
- motor boat emissions : minimise engine idle time
- helicopter exhaust emissions : ensure helicopters using helipad are fitted with air pollution control devices, minimise helicopter engine idle time when on ground
- kitchen exhaust : use of an effective exhaust ventilation system and exhaust ducts a sufficient height above surrounding to reduce any impact
- waste storage areas : provide a single designated waste storage area, store waste in bins with lids,
- on-site STP : use of an aerobic sewage treatment process, holding tank covered with concrete lid
- helipad : provide a sealed surface to prevent excessive amounts of dust, maintain vegetation cover within 30m

ASSESSMENT OF DGEARS KEY ISSUES 1-15**7. Waste Management**

Martens Consulting Engineers have also carried out the assessment of this Key Issue ([refer Appendix 10 – Environmental Management Plan](#)).

Refer item 1 Water Cycle and Aquaculture Management regarding removal of sewage and grey water waste.

It is intended for all waste on the mainland to be stored in designated areas in the underground carpark, adequately sealed to minimise odour. Regular waste removal will be carried out by local contractors. Waste will be separated in 4 categories clearly marked: general rubbish, glass, plastic and paper.

On the island, it is proposed that all waste is stored in the utility shed, adequately sealed to minimise odour. Waste will be separated in 4 categories clearly marked: general rubbish, glass, plastic and paper. There will also be a separate compost facility for food waste to be re-used on site, and waste minimiser press.

8. Infrastructure and Utilities Provision

Martens Consulting Engineers have also carried out the assessment of the effluent disposal, water supply and waste disposal part of this Key Issue and studiointernationale carried out the electricity and telecommunications part of this Key Issue.

For effluent disposal and water supply see item 1 ([refer Appendix 1 – Concept Water Cycle Management, and Appendix 10 – Environmental Management Plan](#)).

With regards to electricity and telecommunications, TPE Integrated Services were appointed to undertake the assessment for the method of electricity supply ([refer Appendix 11 – Electricity Method of Supply](#)), and studiointernationale reviewed telecommunications with Telstra. A summary of both is as follows:

electricity

The Method of Supply (MOS) concludes that 76 + 84 Greenwell Point Road would require approximately 385amps per phase which would be supplied from the Greenwell Point Mains. The MOS recommends:

- install a 500kVA padmount substation at no. 76
- replace and install poles as required
- extend HV underground mains from poles to padmount station
- connect no. 84 to no. 76 through underground duct from new padmount substation

The MOS concludes that Goodnight Island would require approximately 390amps per phase which would be supplied from Orontes Street Orient Point via underbore.

The MOS recommends:

- replace and install poles as required
- install a new 14m 12kN pole at the end of Orama Cr. Dress for 25 & HV UGOH construction
- underbore waterway (approx 200m) from new pole
- install a 315kVA padmount substation with 240mm cable from pole to substation

ASSESSMENT OF DGEARS KEY ISSUES 1-15**8. Infrastructure and Utilities Provision (continued)****telecommunications**

A meeting took place between studiointernationale and the Team Manager of NSW Access Forecasting & Capacity Planning, Telstra Operations, Mr Pol Kouroushis on 26 September 2006.

The method of supply for Goodnight Island was concluded to be through an underbore from Orient Point across to Island, via the Culburra exchange. It is likely that a separate telecommunications underbore to the electricity would be required due to separation requirements of the cables.

The method of supply for 76 + 84 Greenwell Point Road would be via the Greenwell Point exchange.

Further understanding of the 'products' available to facilitate telephone, internet, communications and security will be addressed at the development stages of the project.

9. Amenity and Scale

Studiointernationale have undertaken the assessment of this Key Issue, supported by Architectural Drawings ([refer Appendix 2](#)) and 3d Visual Analysis ([refer Appendix 3](#)).

Also, due to the lack of available information from Shoalhaven City Council regarding development controls for the 3f Zone, and the absence of a 'Vision Statement' for the Greenwell Point township, Architectural Projects Pty Limited were appointed to carry out an Urban Design Analysis ([refer Appendix 12 – Urban Design Analysis](#)).

76 Greenwell Point Road

Through the sketch design process, the proposed tourist and commercial development at 76 Greenwell Point Road has been presented to and scrutinised by the local communities, Shoalhaven City Council, and the DofP. Following feedback through the extensive consultation process, studiointernationale have amended the proposal, to reduce the height, bulk and overall scale of the development (see consultation process section 4).

Summary of the background information relating to the site:

- the site is one of the largest foreshore property in the Greenwell Point village, with an area of 3507m²
- the prominent corner site faces Greenwell Point Road and Jervis Street
- location allows potential to be a 'gateway' to the Greenwell Point village
- the site has potential to be the future 'village centre' and community meeting place
- the site is zoned 3(f) Business Village which anticipates business growth
- the development provides much needed infrastructure and facilities for the community

ASSESSMENT OF DGEARS KEY ISSUES 1-15**9. Amenity and Scale (continued)****76 Greenwell Point Road**

The proposed design addresses issues of amenity, height, bulk and scale through:

- the breaking down the massing of the development into 4 distinctly separate free-standing sections, creating a reading of 4 separate buildings – this treatment reduces the overall bulk of the development, creates substantial viewing corridors across and down the site to the water, and allows for natural cross ventilation to all spaces
- a generous 12m wide central garden atrium separates the buildings across width of the site, fully open to the elements.
- the atrium creates a central 'green' space within the development, enhancing views across the site, allowing greater solar access within and around the development and creating a public open space within the development
- a generous 3m wide central arcade runs down the centre of the development, open to the south to enhance views to the water beyond, and allows for a natural ventilation breezeways
- the reading of the development has a horizontal emphasis, through the visual separation and material treatment of the upper and lower levels - the lower carpark levels have been concealed by predominantly solid stone subwalls, while the upper levels have a 'lighter' reading clad in hardwood timber with glazing
- the Level 2 apartments have been setback 15m from the north and south building lines, through open gardens and decks, thereby reducing the bulk and scale of the top level - this setback also creates a 2 storey reading from Greenwell Point Road
- note: Further to reviews with DofP following the initial submission to DofP in March 2007, setbacks to Level 2 have been increased to the east and west, therefore the bulk and scale of the building reduced.
- the Ground Level retail spaces are orientated towards and address Greenwell Point Road, therefore activates the 'main street'
- the 2 basement levels of carparking have been excavated into the site, and follow the natural fall in the land running north-south, so the lower B2 Level is level with the existing foreshore adjacent to Jervis Street
- the development is located on the north and west boundaries, so greater setbacks are achieved to the neighbouring property to the east, and the foreshore to the south
- at Ground Level, gardens are proposed within the setback areas, to soften and filter the development from the street and neighbouring property
- the proposed development has greater side and foreshore setbacks than the existing cabin development, therefore improving the public domain around the site, particularly the foreshore through a landscaped area
- the proposal accommodates a recreation pool area within the footprint of the building, therefore allowing a greater area for proposed foreshore landscaping
- the proposed foreshore landscaping will create a visual buffer when viewed from the River
- the existing trees along Jervis Street, and the SW corner of Greenwell Point Road and Jervis Streets are considerably higher than the development, therefore the scale sits within the environment
- the pedestrian amenity of both Greenwell Point Road and Jervis Streets will be improved through planting of well scaled and placed 'shade trees' and landscape treatment to subwalls

ASSESSMENT OF DGEARS KEY ISSUES 1-15

9. Amenity and Scale (continued)

84 Greenwell Point Road

The proposed design addresses issues of amenity, height, bulk and scale through:

- the massing of the development has been broken down into 2 distinctly separate free-standing sections, creating a reading of 2 smaller buildings – this separation reduces the overall bulk of the development
- the reading of the development has a horizontal emphasis, through the visual separation and material treatment of the upper and lower levels - the lower carpark level has been concealed by predominantly solid stone subwalls, while the upper levels have a 'lighter' reading clad in hardwood timber with glazing
- the Level 2 apartment has been setback 8.2m from the north and south building lines, through open gardens and decks, thereby reducing the bulk and scale of the top level - this setback also creates a 2 storey reading from Greenwell Point Road
- the Ground Level retail spaces are orientated towards and address Greenwell Point Road, therefore activating the main street
- the basement level of carparking has been excavated into the site, and follows the natural fall in the land running north-south
- the existing trees on Greenwell Point Road are considerably higher than the development, therefore the building height sits within the environment
- the design language is consistent between the proposed two mainland developments, therefore unifying the reading when viewed from the street
- the alterations and additions to the Manager's Residence work within the existing footprint, therefore maintaining the open space surrounding the residence

Goodnight Island

The proposed design addresses issues of amenity, height, bulk and scale through:

- all proposed buildings are single storey, therefore reducing the visual impact when viewed from the water and surrounding mainland
- the existing vegetation around the waterline provide natural screening and filtering of the development when viewed from the water and surrounding mainland
- the Main Complex is excavated into the side of the knoll, therefore reducing the overall height of the building when viewed from the water, and also maintaining the water views when viewed from the knoll and proposed pathways around the island
- the Public Pavilion sits forward of the Recreation Pavilion and Suites Pavilion, therefore breaking down the bulk and mass of the Main Complex
- the horizontal emphasis of the Main Complex is balanced by vertical blades, which provide relief and articulation to the facade
- the long axis of the Main Complex is east-west, allowing for sound design principles of sun, light, thermal massing, ventilation etc
- the predominant reading of the open grassy knoll is to remain intact, with the proposed villa off to the lower western side
- the proposed Pavilions A and B are compact in scale and low in profile, and are scattered around the fringe of the vegetated areas
- other open areas are to be rejuvenated to maintain and improve the ecology of the island

ASSESSMENT OF DGEARS KEY ISSUES 1-15**9. Amenity and Scale (continued)**

The proposal as described in the previous pages, appropriately and successfully addresses the key objectives of the Coastal Design Guidelines of NSW (2003) and the NSW Coastal Policy 1997. A summary of the key objectives met by the proposal is as follows:

Coastal Design Guidelines of NSW (2003)**section 1.3 Coastal Villages – Present and Future Opportunities:**

- “ensure development builds on the settlement’s existing structure”
- “strengthen the original structure of the settlement and its relationship to the surrounding natural features
- “enhance and focus retail and commercial development within the village centre”
- “gain mutual benefits and develop economic and cultural synergies with neighbouring villages, town and cities”
- “retain close visual and physical boundaries between natural and built environments”
- “encourage tourist accommodation that fits within the small-scale, built form context”
- “protect the areas surrounding ecological integrity, improve and protect water quality in lakes and waterways”
- “reduce the encroachment of urban development on defined buffer zones and setbacks to conservation areas”
- “provide logical, clear visual and physical access for the public to and along the coastal edge”

section 1.3 Coastal Villages – Desired Future Character:

- “The future approach for villages along the NSW coast is to reinforce scenic and tourist values by maintaining and improving the distinctive way in which the settlement sits within the landscape.”
- “The village centre is reinforced with a mix of uses that supports tourism and local activities to ensure the long-term viability of the settlement’s main street.”
- “The system of open spaces for separation, conservation, recreation and water management is recognised as vital for protecting the natural environment and retaining the essential village character.”

“1 relationship to the environment

- a. The relationship between the village and the coast reinforces:
 - the visual and environmental dominance of the landscape and surrounding ecological systems.
- e. Land with high ecological, agricultural and visual integrity surrounding the village is protected.
- f. Aboriginal and European places and relics are protected
- g. Total water cycle management and water sensitive, urban design initiatives are implemented.
- h. The settlement’s micro-climatic conditions are improved through landscaping and mature trees.
- i. Development is set well back from areas affected by coastal processes, flooding, erosion and sea level rise.
- j. Waste and water services match seasonal tourism fluxes.

ASSESSMENT OF DGEARS KEY ISSUES 1-15

9. Amenity and Scale

Coastal Design Guidelines of NSW (2003)

section 1.3 Coastal Villages – Desired Future Character (continued):

“2 visual sensitivity

- a. Visual character is critical in coastal villages. New development responds sensitively in form and character to the village...”

“3 edges to the water and natural areas

- a. Foreshore access in proximity to primary streets and public places within the village are reinforced.
- b. Connection between the village park, other public open spaces, the main street and the foreshore edge is strengthened.
- c. Pathways to the foreshore are aligned with existing streets.”

“4 streets

- a. Coastal villages have a range of street types including:
 - an access road leading from the freeway or highway and passing through the village
 - a mixed use main street which is the key economic and social street linking important places in the settlement”

“5 buildings

- a. Development within the village comprises:
 - buildings defining public open spaces within the centre
 - small-scale tourism and eco-tourism facilities, residential and tourist/residential development
- b. Within the village main street and centre an appropriate mix may contain ... retail, commercial buildings ... for either residential or tourist uses. These buildings:
 - are orientated towards and address the street
 - have on-grade, active street level uses on the main street”

“6 height

- a. The village centre and the main street have a maximum of up to three storeys.
- b. Some elements of important public buildings within the centre may be marginally higher than surrounding buildings.”

NSW Coastal Policy 1997

The proposal falls under the NSW Coastal Policy 1997 Coastal Zone - Newcastle to Ulladulla map (see figure 10 on following page).

The proposal as described in the previous pages, appropriately and successfully addresses the key objectives of the Policy, which “is essentially focused on recognising the need to reconcile the rapid population growth currently being experienced in coastal areas with the need to conserve what remains of valuable ecosystems”.

ASSESSMENT OF DGEARS KEY ISSUES 1-15

9. Amenity and Scale

NSW Coastal Policy 1997 (continued)

"The overriding vision of the 1997 Coastal Policy is the ecological sustainability of the NSW Coast. In order to give expression to this vision, nine goals have been adopted which represent a commitment to:

- Protecting, rehabilitating and improving the natural environment of the coastal zone.
- Recognising and accommodating the natural processes of the coastal zone.
- Protecting and enhancing the aesthetic qualities of the coastal zone.
- Protecting and conserving the cultural heritage of the coastal zone.
- Providing for ecologically sustainable development and use of resources.
- Providing for ecologically sustainable human settlement in the coastal zone.
- Providing for appropriate public access and use.
- Providing for information to enable effective management of the coastal zone.
- Providing for integrated planning and management of the coastal zone."

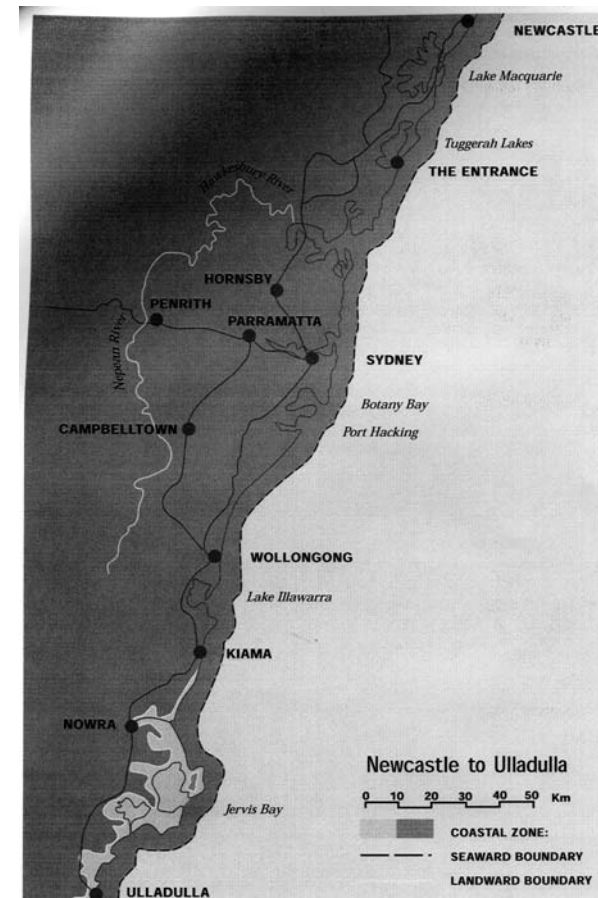


Figure 6 - Coastal Zone - Newcastle to Ulladulla

Note: This map is schematic. For accurate interpretation of the coastal zone, refer to the series of 1:25000 maps available at coastal local councils.

figure 10 : Coastal Zone – Newcastle to Ulladulla Map

ASSESSMENT OF DGEARS KEY ISSUES 1-15

10. Traffic and Access

Martens Consulting Engineers have also carried out the assessment of this Key Issue ([refer Appendix 13 – Traffic Impact Assessment](#)).

The report details an assessment of the parking provisions, traffic generation, access and safety considerations for the developments at 76 and 84 Greenwell Point Road, Greenwell Point. The assessment concludes the following:

- the proposed design of the access driveways at both sites comply with the RTA requirements in terms of design and provision of sight distances along Jarvis Street and Greenwell Point Road
- The two levels of basement carparking at no. 76 are able to accommodate adequate carspaces -107 spaces recommended and 112 spaces provided
- The basement level carpark at no. 84 accommodates 9 spaces with 2 additional off-street spaces – this is 4 short of the recommendation, which can either be accommodated on the street or by the 5 surplus spaces at no.76
- The internal circulation arrangements, car park dimensions and spacing at both sites comply with relevant requirements of DCP18 and AS2890.2
- The road network currently operates with a reasonable level of efficiency
- No change occurs in the highest level of road service (A) from pre-development to post-development
- The adjoining road network is suitably capable of accommodating the additional traffic projected to be generated
- The proposed development will not affect existing walking and cycling paths

11. Bushfire

Martens Consulting Engineers have also carried out the assessment of this Key Issue ([refer Appendix 14 – Bushfire Assessment](#)).

Martens have concluded that Goodnight Island and 76 + 84 Greenwell Point Road are not mapped as bushfire prone land on the Shoalhaven City Council's Bushfire Prone Map (2005).

Consequently, guidelines outlined in Planning for Bushfire Protection (2001) and Rural Fires Act 100B are not applicable to the development and the development does not require referral to the RFS as it is not integrated development with regards to bushfire.

12. Cultural Heritage

Following receipt of the DGEARS in August 2006, Architectural Projects were appointed to carry out the assessment of this Key Issue ([refer Appendix 15 – Heritage Assessment](#)).

The Heritage Assessment concludes:

The sites at 76 and 84 Greenwell Point Road are not listed as heritage items identified in the LEP. However, heritage items are located in the vicinity. The sites are not listed as lying within a Conservation Area identified in the LEP.

Goodnight Island has historical significance with the remnants of the Guest House identified as being of local significance in the Shoalhaven Heritage Study, Inventory No. 239033S and evidencing an early tourist destination in the Shoalhaven Area.

ASSESSMENT OF DGEARS KEY ISSUES 1-15**12. Cultural Heritage (continued)**

The site has historical associative significance through its association with Alexander Berry being the first freehold owner of the site. The site has historical associative significance as land of the Jerringa tribe, many members of which worked at the Guest House travelling from Roseby Park Aboriginal Reserve at Orient Point.

The site has aesthetic significance as an outstanding example of natural beauty and its abundance of species of Australian flora and fauna.

The site has social significance for its community focus with Greenwell Point and Orient Point, as a local landmark and early tourist destination for honeymooners and important events. The site has social significance through its importance to the Jerringa People.

The site has technical significance for its potential to provide information and insight into a large collection of Australian wildlife species.

The Heritage Assessment recommends:

- an Interpretation Policy be developed concurrently with the detailed development
- a maintenance plan be prepared addressing existing stone steps and tennis court
- the impact of the proposed villa be minimised through screen planting behind the main complex
- the impact of the cabins be minimised through use of muted and recessive colours and materials of low reflectivity and careful lighting design

13. Soils and Contamination

Martens Consulting Engineers have also carried out the assessment of this Key Issue (refer [Appendix 16 – Preliminary Geotechnical Assessment](#), and [Appendix 17 – Stage 1 Contamination Assessment](#)).

The Assessment concludes that present land condition and the site history indicate that contamination associated with past structures, broad acre farming and agriculture is potentially present on the site affecting an area of approximately 3.9ha of cropping area, 1200m² of dwelling and sheds and 1400m² of existing sheds.

In order to quantify the extent of actual site contamination, preliminary stage 2 contamination sampling would need to be undertaken at the detailed development stage, and if contamination is confirmed, further investigation may be required.

14. Land/Water Interface

Martens Consulting Engineers have also carried out the assessment of this Key Issue (refer [Appendix 18 – Riparian Management Plan](#)).

The Assessment identifies that to ensure the riparian zone is protected and properly managed, the following management and maintenance techniques are recommended during the construction phase and also as an on-going requirement:

- prevent access to the riparian zone with appropriate signage, barriers through existing vegetation
- controlled access through the riparian zone through 'eco-friendly' boardwalks with appropriate signage

ASSESSMENT OF DGEARS KEY ISSUES 1-15**14. Land/Water Interface (continued)**

- weed eradication program : to maintain ecological integrity and value, an on-going program, implement a long term plan to assist in controlling weed species so as not to eradicate native species, do not introduce exotic species near this area – a detailed weed eradication plan should be provided at the CC stage
- revegetation program : any trees directly or indirectly removed or degraded during construction should be replaced, methods such as tube-stocking should be used for revegetation to protect seedlings

15. Environmental Risk Assessment

Martens Consulting Engineers have also carried out the assessment of this Key Issue (refer [Appendix 19 – Flood Risk Management Plan](#), and [Appendix 20 – Environmental Risk Assessment](#)).

In addition to the requirements listed in this item, a Flood Risk Management Plan has been undertaken Martens Consulting Engineers, as the sites at Greenwell Point and Goodnight Island are affected by flooding from the Crookhaven and Shoalhaven Rivers.

The Flood Risk Management Plan recommends:

- flood warning : an ALERT system has been operating in the Shoalhaven Catchment by SCC and the BOM since 1989 – the responsibility for issuing flood warnings rests with BOM and the local SES – the development should incorporate a warning device for the 3 subject sites establishing communication with the local SES
- evacuation access : the development should maintain appropriate access to and from the island and mainland ensuring that warnings are given to allow sufficient time for evacuation by water, road and helicopter, establish permanent flood height markers on the island
- flood awareness and readiness : high flood awareness means less damage and disruption during and after a flood, warning and educational signage to be implemented, and staff specifically trained and informed on appropriate actions
- flood evacuation plan : important in reducing risk to life and property, the objectives of which are to protect guests from potential dangers, link flood warning, response, evacuation and recovery processes
- community involvement : the community as a whole should be involved in the formulation and implementation of the management plan, which should be exhibited and public comment sought
- management plan review : the plan should be reviewed every 5 years, after each flood and where circumstances change that impact the relevance of the plan.

The Flood Risk Management Plan concludes:

- all habitable floor levels on the 3 subject sites to be equal to 3.7m AHD
- construction methods, materials, lighting and electrical works for all buildings below the FPL shall be in accordance with schedule 3 of Shoalhaven DCP106
- an area at Greenwell Point and Orient Point should be established to allow additional boats to launch during times of flood
- adopted management plan and evacuation plan should be complementary to Council's local flood plan
- close consultation with community and local SES in finalising plans
- exhibition of the plan with regular review

ASSESSMENT OF DGEARS KEY ISSUES 1-15

15. Environmental Risk Assessment (continued)

note: Further to reviews with DofP following the initial submission to DofP in March 2007, Martens Consulting Engineers have revised their Flood Risk Management Plan to include Flood Inundation Plans and Sections and also Shoalhaven City Council Flood Certificates.

To address the environmental risk assessment, Martens Consulting Engineers have provided a qualitative risk assessment matrix to assess the degree of loss that risk events resulting from the development may relegate to the natural environment.

The risk assessment matrix identifies individual risks across multiple environmental categories and assigns qualitative values for the likelihood and consequence.

In summary, the likelihood has values ranging from '1' being very rare to '5' being likely and the consequences has values ranging from '1' being negligible to '5' being severe.

The environmental risk assessment concludes that all identified risks, including effluent disposal, dangerous goods, impact on fishing industry and impact on fauna and residential amenity, can be suitably treated such that any residual risk is acceptable. Therefore the proposed development does not constitute any unmanageable or significant risk to the natural environment.

CONSULTATION PROCESS

In accordance with the DGEARs, extensive consultation has been undertaken throughout the project, from before the DGEARs were received, following the initial lodgement in March 2007, through to this final lodgement of the Application.

Consultation was undertaken directly by studiointernationale with the following:

NSW Department of Planning (Urban Assessment)
NSW Department of Planning (South Coast Regional Office)
Shoalhaven Council
NSW Department of Environment and Conservation
NSW Department of Natural Resources
NSW Department of Primary Industries (NSW Fisheries)
NSW Catchment Management Authority
NSW Department of Lands
NSW Maritime
Greenwell Point Community
Orient Point Community

Consultation was undertaken by members of the consultant team with the following:

(note: reference to these meetings will be found in each of the consultants' reports)
Shoalhaven Water
Roads and Traffic Authority
Rural Fire Service
Local Aboriginal Land Council

Department of Planning – Urban Assessment

Following receipt of the DGEARs in August 2006, extensive consultation via telephone, email correspondence, written correspondence and meetings have taken place between studiointernationale and the Department of Planning (DofP).

Studiointernationale has consulted with DofP on a regular basis throughout the EA process, particularly through telephone conversations and emails. For the purpose of the EA we have not included all consultation, prioritising the information as follows:

meeting 1 : 13 September 2006 at Department of Planning

present at meeting:

John Arnold and David Mutton - Department of Planning
Rita Qasabian – studiointernationale
Milad Raad – property owner
Daniel Martens – environmental engineer

The purpose of this meeting was to introduce the team and to review the DGEARs to seek greater clarification of the expectations of the Part 3A process and the 'Concept Plan' stage of Assessment versus 'Major Project' Assessment.

Studiointernationale communicated that the DGEARs were extensive and that to adequately fulfil the requirements, a detailed application would be required, therefore a Major Project Assessment would be sought. Following this meeting, studiointernationale confirmed this intention in writing ([refer Appendix 22 - letter dated 14 September](#))

CONSULTATION PROCESS

Department of Planning – Urban Assessment (continued)

Through the EA process Martens Consulting Engineers revealed a discrepancy in the SEPP 14 Wetlands mapping, therefore studiointernationale contacted John Arnold at DofP to review, to be advised that the matter would be investigated and written advice would be forwarded ([refer Appendix 22 – letter dated 19.10.06](#))

Following a consultation meeting with Shoalhaven City Council (SCC) on 21 November 2006 the issue of compliance to the 7(a) zone on Goodnight Island arose. studiointernationale contacted John Arnold to review the Part 3A position with regards to not fully permissible development before forwarding a letter to SCC, copies to DofP ([refer Appendix 23 – letter dated 30.11.06](#)).

After much discussion with DofP, studiointernationale understood that the DofP would not support the proposal with the current location of buildings, therefore undertook significant modification to the site planning on the island, and had the modified location of buildings re-survey and pegged in order to progress the EA ([refer Appendix 21 - Leslie & Wells Staked Position of Proposed Buildings dated 15.02.07](#)). A delayed letter from DofP was received dated 15.02.07 ([refer Appendix 22](#))

meeting 2 : 12 December 2006 at Department of Planning

present at meeting:

John Arnold and David Mutton - Department of Planning

Rita Qasabian – studiointernationale

Milad Raad – property owner

Daniel Martens – environmental engineer

A consultation meeting was arranged to review progress of the Application following presentations to the Community Groups and Council. The main issues that arose were regarding the bulk and scale of 76 Greenwell Point Road, the visual impact of the main complex on the island, and the 7(a) zoning issue.

studiointernationale communicated that the community was very supportive of the proposal including the scale of 76 Greenwell Point Road, clearly demonstrated through computer 3d visualisation of the proposal in a powerpoint presentation to them. studiointernationale offered to include a copy of the power point presentation made to the community groups ([refer Appendix 27 – CD – note 1 copy only for DofP](#))

It was concluded that DofP wanted to see further detail on elevational drawings and visualisation of the development prior to submission of the Application.

Following this meeting, studiointernationale reviewed the bulk and scale of no.76 with the client and modifications were undertaken to reduce the accommodation on level 3.

CONSULTATION PROCESS

Department of Planning – Urban Assessment (continued)

13 February 2007 – letter from DofP re OISAS

A letter was received from DofP regarding the Oyster Industry Sustainable Aquaculture Strategy (OISAS) ([refer Appendix 22](#)) which was forwarded to Martens Consulting Engineers to include reference to in their Assessment.

meeting 3 : 26 February 2007

present at meeting:

John Arnold and David Mutton from Department of Planning

Rita Qasabian – studiointernationale

Milad Raad – property owner

Daniel Martens – environmental engineer

Jennifer Hill – heritage consultant and urban design consultant

A final consultation meeting was arranged to review the progress of the Application and to particularly review the modifications to the scale and bulk of the development at no. 76 Greenwell Point Road, the visual impact of the main complex at Goodnight Island, and the modified site planning for the development to be 'wholly permissible' in the zoning.

studiointernationale presented a draft set of architectural drawings and visual analysis and generally the feedback was supportive from the DofP. John Arnold and David Mutton agreed that the proposal had sufficiently progressed to be ready for submission on completion.

16 March 2007 to 29 March 2007

Studiointernationale lodged a full draft of the Application on 16 March 2007 to undergo a 'test of adequacy'.

On 23 March 2007, we received an email from John Arnold that the application had some 'deficiencies' including:

- Relevant Legislation and Planning Provisions
- Amenity and Scale

In this email, John also confirmed that he was leaving DofP and that Evelyn Ivinson was taking over as Case Officer for the Project. We subsequently contacted Evelyn to arrange to meet to review issues.

On 29 March 2007, we received an email from Evelyn that other issues had arisen including:

- potential BASIX requirements - not included in DGEARs, to be clarified
- shadow diagram requirements - not included in DGEARs, to be clarified

Further to Evelyn's email, we arranged to meet with DofP on 06 April 2007.

meeting 4 : 06 April 2007

present at meeting:

Evelyn Ivinson. David Mutton and Heather Warton from Department of Planning

Rita Qasabian – studiointernationale

Milad Raad – property owner

A detailed review of the application was held at the meeting including the items above.

CONSULTATION PROCESS

Department of Planning – Urban Assessment (continued)

Following this meeting, we emailed DofP on 10 April 2007, a summary of additional information to be provided to progress the Application ([refer Appendix 22](#)).

The items included :

- 76 Greenwell Point Road : height & scale issue - since resolved by increasing setback to L2
- 76 Greenwell Point Road : basement carpark B2 flood level - since resolved by revised Flood Risk Management plan by Martens and Cowman Stoddart's letter clarifying the definition of 'habitable room' in relation to NSW Government Floodplain Manual and Council's DCP106 Floodplain Management.
([refer Appendix 19](#)).
- shadow diagrams : these have been carried out as agreed
- material palette : this has been carried out as agreed
- Department of Lands : a review and letter was received clarifying their requirements
([refer Appendix 19](#)).
- Statutory Planning Considerations : this has been resolved by commissioning Cowman Stoddart to carry out a detailed 'Review of Statutory Considerations'
([refer Appendix 2](#)).
- BASIX : DofP confirmed this was not required

07.05.07 - email from DofP

An email from DofP was received regarding 2 additional items:

- additional information was requested to be included in the Terrestrial Ecological Assessment and Management Plan re Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) - Eco Logical Australia have provided an addendum to their report accordingly ([refer Appendix 7](#)).
- additional information was requested regarding item 12 of the DGEARs - Architectural Projects have provided a letter accordingly ([refer Appendix 15](#)).

04.06.07 - letter from DofP re flooding

Further to conversations with DofP, a letter was received signed by Heather Warton regarding continued concerns regarding flooding issues being inadequately addressed in the Flood Risk Management Report. A meeting was arranged for 15 June to review the flood issue and all other amendments to the Application since 16 March 2007.

meeting 5 : 15 June 2007

present at meeting:

Evelyn Ivinson. David Mutton and Heather Warton from Department of Planning

Rita Qasabian – studiointernationale

Milad Raad – property owner

Generally, we received favourable feedback from DofP regarding the amendments to the Application. It was, however, concluded that further information was required from Martens Consulting Engineers regarding flood inundation modelling. Since this meeting Martens Consulting Engineers have amended their report to include the requested information ([refer Appendix 19](#)).

CONSULTATION PROCESS

Department of Planning – Urban Assessment (continued)

05.09.07 - email from DofP re oyster lease

Further to conversations with Evelyn regarding the issue of access over the oyster lease affected by the proposed marina, we received an email confirming that DofP require certainty that an agreement would be reached between the property owner and the oyster lessee prior to acceptance of the Application. ([refer Appendix 3](#)).

14.09.07 - letter from DofP re oyster lease

We received a letter signed by Heather Warton ([refer Appendix 22](#)) confirming the above point of view and suggesting that DofP could facilitate a meeting with DPI. We took up this offer and arranged a meeting for 24.09.07

meeting 6 : 24 September 2007

present at meeting:

Evelyn Ivinson. David Mutton and Heather Warton from Department of Planning

Tim Gippel and Ian Lyall - Department of Primary Industries

Rita Qasabian – studiointernationale

Milad Raad – property owner

It was clear at this meeting the effort made so far by the property owner to fairly negotiate with the lessee, however, to no satisfaction. Tim Gippell offered to assist with negotiations directly, which led to a meeting between parties and a resolution.

Legal negotiations are currently underway, confirmed by correspondence received by the lessee's solicitors ([refer Appendix 3](#)).

Shoalhaven City Council

January 2006

Studiointernationale arranged an initial meeting with Mr Troy Bryce - Acting Senior Development Planner, to discuss the overall project intention, and to seek advice regarding the approval process, including the consent authority for the project.

At that time, Mr Bryce was unsure whether the consent authority would be Shoalhaven City Council (SCC) or the Department of Planning. Mr Bryce suggested that studiointernationale contact the Department to confirm.

10 May 2006

Studiointernationale wrote to the Major, Mr Greg Watson, and the Councillors, to introduce the project, to inform them of the consultation process to date, and to confirm that the Department of Planning would be the consent authority for the project. A copy of the Preliminary Assessment Application report dated 29 March 2006 (forwarded to the Department of Planning) was also attached to the letter.

27 July 2006

A meeting was arranged with SCC to generally introduce the proposal.

present at the meeting:

SCC: Major Greg Watson, Tim Fletcher (director Environmental Services), Russ Pigg (GM), Councillors Richard Bates, Paul Green, Jack Kerr, John Finkernagel, John Wilmott and planner, Andrew Lissenden

other: Rita Qasabian, Milad Raad, Daniel Martens

CONSULTATION PROCESS

Shoalhaven City Council (continued)

Studiointernationale introduced the project team, located the 3 sites on a large aerial photo, and described the overall project. The team also confirmed their awareness of the sensitive nature of the ecological environment surrounding the island, and described an overall intent for sustainable development.

The general feedback from SCC was supportive, communicating they looked forward to seeing the project develop.

21 November 2006

SCC: Major Greg Watson, Tim Fletcher (director Environmental Services), Councillors Richard Bates, Paul Green, Jack Kerr, John Finkernagel, John Wilmott and planner, Andrew Lissenden

other: Rita Qasabian, Milad Raad, Daniel Martens, Jennifer Hill

A second meeting was arranged with SCC to review progress of the development.

This presentation was by way of a projected powerpoint presentation, and included written descriptions of the 3 sites, the consultation and evaluation process, architectural plans and 3D visualisations. (note: as per community presentations)

The key issues raised included the permissible development within the 7a zone, and the bulk and scale of the development at 76 Greenwell Point Road.

25 November 2006

Rita Qasabian contacted Tim Fletcher, to review the main concerns expressed at the meeting, particularly the bulk and scale of the development at 76 Greenwell Point Rd. Following the Council meeting and discussions with Tim Fletcher, amendments were made to the proposal, including reducing the L3 accommodation, therefore the bulk.

30 November 2006

studiointernationale wrote to the Major Mr Greg Watson, Tim Fletcher and Councillors to put forward the case for locating 10 proposed tourist cabins within the land affected by the 7a zone ([refer Appendix 23](#)).

28 January 2007

Rita Qasabian called Andrew Lissenden regarding the permissible development within the 7a zone + requested a more accurate zoning map for Goodnight Island.

29 January 2007

A letter was received signed by Mayor Greg Watson, advising that under the Shoalhaven LEP 1985 (as amended), Council cannot endorse the 10 proposed tourist cabins within the land affected by the 7a zone, however, advised that "The Minister as Part of a 3a consent could approve the cabins in the 7a zone" ([refer Appendix 23](#)).

February 2007 - amendments to the site plan

As described in the DoFP consultation section 4 | 2, significant modification to the site planning on the island was undertaken to relocate buildings outside of the 7a zone. note: studiointernationale will contact SCC following submission of the Application to review the proposal in detail prior to receiving information from DoFP.

CONSULTATION PROCESS

Greenwell Point Community – Get to the Point Programme Inc (GTTP)

7 April 2006

Studiointernationale made initial contact with Graham Bannister, Secretary of GTTP, to introduce the project, the team, and to express their willingness to involve the community from the early stages.

11 April 2006

Studiointernationale forwarded a copy of the Preliminary Assessment Application report dated 29 March 2006 to Graham Bannister, together with a letter requesting an opportunity to meet with the community.

May 2006

An article was published on page 1 of Volume XXV11 of the Greenwell Point 'Gazette', describing the overall development to the community, and announcing the initial meeting on Thursday 18 May 2006.

18 May 2006 @ 7pm – meeting 1 with GTTP at Greenwell Point Community Hall

present at meeting:

GTTP: approx 60 members of the community

other: Milad Raad – property owner (and member of community)

Rita Qasabian and Christina Markham of studiointernationale, Dr Daniel Martens

At this meeting, studiointernationale introduced the project team, located the 3 sites on a large aerial photo, and described the overall project. The team also confirmed

their awareness of the sensitive nature of the ecological environment surrounding the island, and described an overall intention for sustainable development.

Approximately 60 people from the community attended the meeting, and feedback was generally supportive, not only for the development, but also for the positive contribution it would bring to Greenwell Point town.

22 May 2006

An article was written by Jeni Harvie in the South Coast Register, confirming the positive feedback from the meeting ([refer Appendix 24](#)).

June 2006

An article was published on page 1 of Volume XXV111 of the Greenwell Point 'Gazette', describing that "the general tenor of the meeting was supportive of the proposal", and that a copy of the Preliminary Assessment Application report was on display at the Greenwell Point Post Office.

19 October 2006 @ 7pm – meeting 2 with GTTP at Greenwell Point Community Hall

present at meeting:

GTTP: approx 40 members of the community

other: Milad Raad – property owner (and member of community)

Rita Qasabian and Christina Markham, Dr Daniel Martens and Jennifer Hill

This presentation was by a projected powerpoint presentation, and included written descriptions of the 3 sites, the consultation and evaluation process, architectural plans and 3D visualisations.

CONSULTATION PROCESS

Greenwell Point Community – GTTP (continued)

Feedback from the community was again very supportive. Studiointernationale provided forms to be filled by the community to express their feedback ([refer Appendix 24](#)).

2 November 2006 - letter of support from GTTP

Ron Vaughan, President of GTTP, forwarded a letter of support dated 2 November 2006, thanking the project team for the consultation process to date, and confirming that “feedback from the community so far as been entirely positive”. Ron also advised that “the Get to the Point Programme (Inc) Committee recognises that the project has the potential to bring long term social and economic growth to our village and we see this as a very strong positive for our future” ([refer Appendix 24](#)).

November 2006

Graham Bannister, Secretary of GTTP, forwarded a copy of Greenwell Point’s ‘Main Street/Small Towns Program’ to studiointernationale. This document outlines the community’s strategic planning workshops, vision and mission statements, current and future desired states, and SWOT analysis.

As requested by Graham Bannister, studiointernationale forwarded an electronic copy of the powerpoint presentation to the GTTP.

Studiointernationale will contact GTTP to advise that the Application has been formally submitted.

Orient Point Community – the Orient Point Progress Association (OPPA)

20 June 2006

Studiointernationale forwarded a letter to Mrs Shelley Hancock, Member for South Coast, to confirm the project team’s interest in meeting with the Orient Point community group. A copy of the Preliminary Assessment Application report dated 29 March 2006 was also attached to the letter.

4 July 2006

Jenny Castellan, Honorary Secretary of the OPPA, contacted Studiointernationale to confirm suitable meeting times.

21 August 2006 @ 7pm – meeting with Orient Point Progress Association (OPPA) at Orient Point

present at meeting:

OPPA: approx 20 members of the community

other: Milad Raad – property owner, Rita Qasabian and Christina Markham of studiointernationale, Dr Daniel Martens

At this meeting, studiointernationale introduced the project team, located the 3 sites on a large aerial photo, and described the overall project. The team also confirmed their awareness of the sensitive nature of the ecological environment surrounding the island, and described an overall intentions for sustainable development.

CONSULTATION PROCESS

Orient Point Progress Association - OPPA (continued)

The feedback from the community was generally supportive. The main issues raised were the helicopter noise, and services from Orient Point.

20 November 2006 @ 7pm - meeting with OPPA at Orient Point

present at meeting:

OPPA: approx 20 members of the community

other: Milad Raad, Rita Qasabian and Jennifer Hill

This presentation was by a projected powerpoint presentation, and included written descriptions of the 3 sites, the consultation and evaluation process, architectural plans and 3D visualisations.

Feedback from the community was very supportive. Studiointernationale provided forms to be filled by the community to express their feedback ([refer Appendix 24](#)).

28 November 2006

Jenny Castellan, Honorary Secretary of the OPPA, forwarded a letter of support dated 28 November 2006, thanking the project team for the extensive presentation on 20 November 2006, and confirming that the members "support in principal the proposed development of Greenwell Point and Goodnight Island as presented".

([refer Appendix 24](#)).

As requested by Jenny Castellan, studiointernationale forwarded an electronic copy of the powerpoint presentation to the OPPA.

studiointernationale will contact OPPA to advise that the Application has been submitted.

Agencies

September / October 2006

From late September to early October 2006, studiointernationale made contact with all agencies listed in the DGEARs, to introduce the project and arrange a site meeting to review their interests, feedback to confidently progress the Application.

The following people were contacted:

- David Fitzgibbon – NSW Department of Planning (Wollongong)
- Craig Jones - NSW Department of Environment and Conservation (DEC)
- David Zerafa - NSW Department of Natural Resources (DNR)
- Allan Lugg - NSW Department of Primary Industries (NSW Fisheries) (DPI)
- Jason Carsson - NSW Catchment Management Authority (CMA)
- Grant Merinuk - NSW Department of Lands
- Craig Whitmore - NSW Maritime

6 October 2006

Rita Qasabian called Craig Whitmore at NSW Maritime to introduce the project and invite him to the site meeting, and was advised that the project would have no impact on navigation, therefore would not require a site meeting or other consultation.

CONSULTATION PROCESS

Agencies (continued)

11 October 2006 – site meeting at Greenwell Point and Goodnight Island

A site meeting was undertaken on 11 October 2006 attended by the following:

Rita Qasabian and Christina Markham – studiointernationale

Dr Daniel Martens – Martens Consulting Engineers

David Zerafa and Gabrielle Wiltshire – DEC

Allan Lugg – DPI

Jason Carsson – CMA

Studiointernationale introduced the project team and the intentions of the proposal with reference to a preliminary site plan.

The group met at 76 Greenwell Point Road and proceeded to the island via boat and spent approximately 1 hour walking around the island discussing issues.

19 October 2006 – site meeting at Greenwell Point and Goodnight Island

A site meeting was organised for 19 October 2006 attended by the following:

Rita Qasabian and Christina Markham – studiointernationale

Dr Daniel Martens – Martens Consulting Engineers

David Fitzgibbon – DofP (Wollongong)

Steve House + Bruce Mullins + Karen Spicer – Eco Logical Australia

A site meeting was also organised for 20 October 2006 attended by the following:

Bruce Mullins + Karen Spicer – Eco Logical Australia

Rod Pietsch - DEC

The group met at 76 Greenwell Point Road and proceeded to the island via boat and spent approximately 1 hour walking around the island discussing issues.

20 October 2006

Rita Qasabian called David Zerafa to review the meeting the day before and had an indepth conversation regarding the expectations of the DNR.

Rita Qasabian also made follow-up calls to Jason Carsson and Allan Lugg. On advice from Allan Lugg, Rita Qasabian also called Glen Staples at DPI Fisheries to obtain further information on the surrounding oyster leases with regards to the boundaries and owners details and was given these details.

Department of Lands - 30 October 2006 + 22 May 2007

Rita Qasabian called Grant Merinuk from NSW Department of Lands to introduce the project. Mr Merinuk confirmed that the sites were not Crown Land and not part of their estate, therefore would not require other consultation. Further to a request for clarification by DofP, a letter was received dated 22 May 2007 ([refer Appendix 26](#)).

15 November 2006 – email to Agencies

Following the site meeting of 11 October, studiointernationale sent all parties who attended an email confirming changes that had been adopted following consultation at the site meeting and subsequent telephone conversations ([refer Appendix 26](#)).

13 December 2006 – letter from DNR

A letter was received signed by Gabrielle Wiltshire of DNR clarifying issues discussed during the site meeting of 11 October ([refer Appendix 26](#)).

CONSULTATION PROCESS

oyster lessee OL84/068

9 November 2006

Studiointernationale contacted John Collison, the oyster lessee directly to north of the island in the line of the current access way to the jetty. As Mr Collison was not present at either of the community meetings studiointernationale made contact with him to introduce the project for his information and feedback.

Milad Raad, property owner, sought information on the oyster lease through a 'freedom for information' application and received information on the oyster lease OL84/068 before contacting Mr Collison on 01 March 2007. During this conversation, Mr Collison confirmed he was aware of the proposal and had no problem with the current jetty or the access to that jetty, however, was concerned of the impact of the proposed marina on his oyster production.

Mr Raad advised Mr Collison that he was prepared to compensate him pursuant to section 175 of the Fisheries Management Act 1994 for the withdrawal from the lease of land for the marina access way.

April 2007 to September 2007

Mr Raad applied for accessway over the oyster lease OL84/068 in writing on 16 April 2007 and received correspondence from DPI on 20 April 2007 clarifying the requirement to 'negotiate satisfactory arrangements' with the lessee ([refer Appendix 3](#)).

Negotiations were in place between the parties over the months, however, a satisfactory agreement was not reached at the time of receiving the letter from DoP dated 14.09.07 ([refer Appendix 22](#)).

As stated earlier in this document, following assistance with negotiations by Tim Gippell of DPI, a satisfactory agreement was reached between both parties and legal negotiations are currently underway, confirmed by correspondence received by the lessee's solicitors Morton+Harris ([refer Appendix 3](#)).

DRAFT STATEMENT OF COMMITMENTS

In accordance with the Director-General's Environmental Assessment Requirements, the proponent is required to include a Draft Statement of Commitments outlining the intended implementation of the environmental management, mitigation and monitoring measures, to minimise any potential impacts of the project.

Milad Investments No.1 Pty Ltd is committed to the principles of sustainability as defined in the Environmental Planning and Assessment Act, 1979.

The following schedule lists the commitments to the proposal:

no.	potential impact	commitment to manage, mitigate, monitor the potential impact
SC1 MARINE MANAGEMENT		
SC1.1	boating / marine traffic	<ul style="list-style-type: none"> • all boats associated with the development will be informed to follow the recommended boat route, which is as per the existing • the 'tender' boat will be limited to 1 return trip per hour (other than in state of emergency) • boat numbers to the development will be limited – guest will be requested to reserve a position at the marina prior to arrival
SC1.2	threat to water quality	<ul style="list-style-type: none"> • provide proper containment, labelling and transportation of fuel, oil, fresh produce, rubbish and chemicals to and from Goodnight Island and Greenwell Point • there will be no re-fuelling at Goodnight Island • prepare a pollution and waste management plan at construction certificate (CC) stage • implement educational and advisory signage for recreational boating, warning of the need to protect sanitary water quality • prohibit recreational / private boating in specific oyster harvest areas to protect sanitary water quality • evacuate guests from the island in the unlikely event that the on-site sewage system fails to prevent overflow
SC1.3	threat to marine flora and	<ul style="list-style-type: none"> • prohibit the collection of seagrass and seaweed species from the waterways through educational and advisory signage

DRAFT STATEMENT OF COMMITMENTS (continued)

potential impact

commitment to manage, mitigate, monitor the potential impact

SC2 FORESHORE + COASTAL MANAGEMENT

SC2.1 threat of coastal erosion

- ensure guests are informed of speed limit of 4 knots imposed by Waterways, in order to reduce impacts from boat wake waves
- maintain current riparian corridor, including mangrove areas, to prevent erosion and bank failure
- access to banks surrounding the island will be via controlled trails and boardwalks with appropriate signage

SC2.2 threat to riparian zones

- prevent access to the riparian zone except via controlled trail / boardwalk, with appropriate signage and vegetated barriers
- implement a weed eradication program at the CC stage
- implement a revegetation program at the CC stage for any trees directly or indirectly removed or degraded during construction
- implement a sediment and erosion plan at CC stage to control sedimentation during construction

SC2.3 threat to wetlands

- prevent access to the riparian zone except via controlled trail / boardwalk, with appropriate signage and vegetated barriers
- prohibit collection of seeds or shells from this area through educational material and appropriate signage
- implement a sediment and erosion plan at CC stage to control sedimentation during construction

SC2.4 acid sulphate soils

- carry out further ASS testing and provide an ASS Management Plan at CC stage

DRAFT STATEMENT OF COMMITMENTS (continued)**potential impact****commitment to manage, mitigate, monitor the potential impact****SC3 LAND MANAGEMENT****SC3.1 vegetation**

- regular maintenance and upkeep of lawned areas to suppress flowering and seed set of introduced species
- regular maintenance between grass and woodlands to limit grasses extending into bushland
- bush regeneration to suppress weeds and extend or improve the condition of existing remnants

SC3.2 fauna communities

- maintain integrity of intertidal zones (saltmarsh + mangrove communities)
- provide a weed management and revegetation plan and vegetation management plan at CC stage
- retain older trees, particularly hollow bearing individuals where possible
- prevent access to the intertidal zone except via controlled trail / boardwalk, with appropriate signage and vegetated barriers
- provide 20m buffer around pond on the northern flat section of land containing macrophytic and fringing vegetation, for frog habitat
- retain clearing and grass areas as habitat for native species and foraging resources for these species

SC3.3 flood risk

- implement an ALERT warning device for the 3 subject sites and establish communication with the local SES
- maintain appropriate access to and from the island and to allow sufficient time for evacuation by water, road and helicopter
- establish permanent flood height markers on the island
- implement a flood awareness program for staff and guests with the involvement of the community and local SES

SC3.4 structural fire

- provide a detailed evacuation plan at CC stage
- all buildings to be in accordance with Australian Standards and have sufficient water supply in case of fire

SC3.5 soil and water management plan

- provide a soil and water management plan at CC stage

DRAFT STATEMENT OF COMMITMENTS (continued)

potential impact

commitment to manage, mitigate, monitor the potential impact

SC4 AIR MANAGEMENT

SC4.1 air pollution

- during construction control dust emission during construction through wind breaks, moistening bare ground, covering stockpiles and ensuring equipment is fitted with dust suppressors where possible
- during operation adequately ventilate underground car parking areas to minimise vehicle emissions into the atmosphere
- provide effective exhaust ventilation to commercial kitchens
- provide a waste management strategy at CC stage

SC5 SITE MANAGEMENT

SC5.1 waste water

- all site wastewater on Goodnight Island is to be treated by an on-site water reclamation plan (STP) – a detailed site based management plan for the STP will be provided at CC stage
- 76 and 84 Greenwell Point Road are to be connected to the existing reticulated sewage system servicing Greenwell Point

SC5.2 stormwater

- rainwater will be collected from all proposed building roofs to be directed to rainwater tanks for provision of potable water supply
- a construction management plan will be provided at CC stage

DRAFT STATEMENT OF COMMITMENTS (continued)

potential impact

commitment to manage, mitigate, monitor the potential impact

SC6 GUEST EDUCATION

SC6.1 educational material
and signage

- educational material will be available to guests on arrival and during their stay providing information on the dynamics of the local environment, including maps of accessible and non-accessible areas, movement around the sites, prohibited activities such as fishing and evacuation plans in case of fire, flood or other emergency
- education signage will be designed and strategically placed to communicate and educate guests to protect and conserve the environment, the flora and fauna and their own safety and wellbeing

SC7 HERITAGE

SC7.1 Heritage impact

- retain and interpret remnant stone steps, foundations of original guesthouse and remnants of tennis court

SC8 PLANNING AND DESIGN

SC8.1 planning requirement

- detailed design of the development will demonstrate compliance with applicable planning requirements, including the BCA, Australian Standards, and all State Environment Planning Policies

SC8.2 further approvals

- all approvals required by local government and state government will be undertaken as necessary
- a construction certificate will be obtained prior to implementation of the project

SC8.3 built form and urban design

- the detailed design of the buildings will adhere to the Design Principles formulated by studiointernationale for the project to ensure the intended development outcome will be achieved

CONCLUSION

The Environmental Assessment ('EA') has been prepared on behalf of Milad Investments No.1 Pty Ltd, as part of a 'Part 3A' application to the Director-General under Section 75M of the Environmental Planning and Assessment Act 1979 (the Act).

The Major Project Application seeks approval for the development of the Proposed Tourist and Commercial Development at 76 and 84 Greenwell Point Road, Greenwell Point and Goodnight Island, Orient Point.

The Environmental Assessment has demonstrated that the development will result in positive social, environmental and economic benefits for the local community, and we believe, broadly for the south coast region of NSW.

The EA illustrates extensive and positive consultation with relevant authorities, agencies and community groups.

The EA identifies an extensive and professional consultant team who have provided thorough, detailed investigation and assessment of the proposal.

The EA clearly illustrates a professional, environmentally sensitive, universal approach to the design principles of the development with a short term and long term vision.

We therefore seek approval to the Proposed Development, and determination by the Minister that no further environmental assessment is required for the project under Section 75P(c) of the 'Act'.

On behalf of Milad Investments No.1 Pty Ltd, studiointernationale would like to thank the extensive consultant team for their valuable contribution to the Environmental Assessment and the constructive contribution of all those involved in the consultation process.

STATEMENT FROM THE AUTHORS

Environmental Assessment prepared by :

authors Rita Qasabian and Christina Markham
directors | studiointernationale
(registered architect Christina Markham – registration no. 5569)

address studio internationale pty limited
level 1, 47 Queen Street
Woollahra NSW 2025

in respect of Proposed Tourist and Commercial Development at
Goodnight Island, Orient Point and
76 + 84 Greenwell Point Road, Greenwell Point

Environmental Assessment

statement of validity We certify that we have prepared the contents of the
environmental assessment in accordance with the
Director-General's requirements (dated 24 August 2006)
and that to the best of our knowledge, the information contained
in the environmental assessment is neither false nor misleading

Applicant and Land Details :

applicant name studio internationale pty limited on behalf of
Milad Raad @ Milad Investments No. 1 Pty Ltd

applicant address ground floor 8-16 soudan lane paddington nsw 2021

land to be developed Lot 1 in Deposited Plan 1070720
Lot 3 in Deposited Plan 589201
Lot 52 in Deposited Plan 223963

signatures

date

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