



Summary of Submissions

PP005: Deferred Land – Lots 21-24 DP 714096 Warrah Road, Bangalee

Revised PP: Re-Exhibition – 15 June 2022 to 18 July 2022

No.	Submitter	Summary of Submission	Comments
1	Individual:	<p>Comments/concerns:</p> <p><u>Existing Road Reserve (west of Warrah Road)</u></p> <ul style="list-style-type: none"> The revised PP incorporates Council gifting the existing road reserve at the Southern boundary of existing lots on Lochaven Drive. It is unclear if the perimeter road will run along the existing road reserve or if there will be new blocks immediately adjacent to the existing ones with a road to the South of the new blocks. Properties on the southside of Lockhaven Drive drain to the road reserve. The road reserve should be maintained to provide for drainage and the perimeter road should be constructed in this corridor. New lots should be located south of the perimeter road and the road reserve maintained for protection from bushfire. Properties on south side of Lochaven Drive currently enjoy informal rear access from the existing [unmade] road reserve and dwellings have been constructed with this in mind. Please do not remove this access by gifting it to the developer for new housing. <p><u>Traffic</u></p> <ul style="list-style-type: none"> The lot size is still very small in the south-east of the proposed development and this will substantially increase traffic in the area. [Therefore] alternate access to the development is required as is an 	<p>Comments/concerns noted. No changes recommended.</p> <p><u>Existing Road Reserve (west of Warrah Road)</u></p> <p>1.1 The Planning Proposal (PP) does <u>not</u> propose to 'gift' the existing (unmade) road reserve to the proponent. This is a public road and approximately 300 linear metres is proposed to be constructed as part of the perimeter road network (at the proponents' expense) if/when the land is rezoned and able to be released for development.</p> <p>1.2 Agree. The revised PP included an indicative subdivision concept plan. The plan shows that the perimeter road:</p> <ul style="list-style-type: none"> is proposed to be located within the existing road reserve; and would create a buffer between the proposed 2000m² lots and the existing development south of Lochaven Drive. <p>If/when Part 6 of the LEP is satisfied and the land is able to be released for development, the subdivision design/works would need to be the subject of a development application (DA) for assessment and approval. Engineering design plans for the works, including roads and drainage, must also be prepared for approval before a subdivision works certificate could be issued. The proposed perimeter road, once constructed, could also function as an informal asset protection zone (APZ) for those properties that share a boundary with the new road.</p>

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		<p>upgrade of existing road access to Bangalee (Illaroo Road to the West of West Cambewarra Road).</p> <p><u>Local Park</u></p> <p>There are no existing playgrounds or community space in Bangalee and there is none indicated in the new development. A space for the community with some facilities to use socially is pivotal in a development such as this, eg facilities in Twin Waters, South Nowra.</p>	<p>1.3 Agree in part. See response 1.1 above. Properties that may share a boundary with the proposed perimeter road would have an opportunity to formalise rear access if/when the road is constructed.</p> <p><u>Traffic</u></p> <p>Disagree in part. <u>Minimum</u> lot sizes have been set at 500m², 700m² and 2000m². Almost all lots shown in the subdivision concept plan exceed the minimum. The smaller residential lots (150 lots ranging from +500 m² to +900 m²) comprise about 75% of the development area. The remaining lots are proposed to be +2000 m².</p> <p>1.4 An additional/alternate access to the development area from Pitt Street is proposed and is necessary to satisfy the requirements of <i>Planning for Bushfire Protection 2019</i>. The design and approvals process for construction of this alternate access would be addressed in the Development Control Plan (DCP) and subsequent development application/approval process. This alternate access will re-direct and disperse traffic movements between the development area and Nowra, thereby reducing the total number and impact of additional traffic movements within the existing Bangalee road network.</p> <p>1.5 Council has resolved (MIN19.289) that release of this land should not occur until both the Princes Highway (PH) Shoalhaven River Bridge duplication and the Far North Collector Road (FNCR) have been completed. These works, once completed, should substantially improve traffic flow in and out of north Nowra.</p> <p>1.6 Upgrading of Warrah Road (north) and construction of a new roundabout at the intersection of Illaroo Road (if required) would be further considered during DCP preparation. An amendment to the Shoalhaven Contributions Plan or a Voluntary Planning Agreement would be required to establish a funding mechanism for any upgrades to surrounding road infrastructure etc. Any infrastructure improvements to Warrah Road (south), Moondara Drive and Bimbimbie Avenue, required as a direct consequence of the new subdivision, would be considered by the City Services Directorate as</p>

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			<p>part of the assessment of a development application.</p> <p>1.7 A DCP, as referred to above, must be prepared prior to release of the land for development in accordance with Part 6 of the Shoalhaven LEP 2014. If the land is rezoned, the community (including the submitter) will have the opportunity to comment on the DCP when it is exhibited for public comment. Any future DA will also be advertised and submissions invited.</p> <p><u>Local Park</u></p> <p>City Lifestyles (Strategic Asset Planning) supports the dedication of a minimum of 4,000 m² as public open space within the proposed Urban Release Area (URA) for use by future residents (approx. 500). A local park is considered justified on projected population increase as there are no suitable existing park lands in the vicinity. Ideally a park would be centrally located to be accessible to all residents of Bangalee. This is a matter that can be further considered during preparation of the DCP.</p>
2	Individual:	<p>Comments/concerns:</p> <p>The PP and attached documents fail to address [the following] aspects of life of concern to the existing residents of Bangalee.</p> <p><u>Traffic</u></p> <ul style="list-style-type: none"> The attached traffic report does not mention the congestion experienced every morning at the North Nowra Primary school. An additional 250 houses, many of which will be young families will add considerably to the delays experienced there. How does Council propose to address this issue? <p><u>Road Quality</u></p> <ul style="list-style-type: none"> Moondara Drive, Bimbimbie Avenue and Illaroo Road were not engineered to take the traffic volume expected from the proposed development. The current state of the road surface bears testament to this. The potholes whilst bad now were all there before the wet weather events of recent months. Does the proposal include the re-engineering of the access roads to a suitable standard? 	<p>Comments/concerns noted. No changes recommended.</p> <p><u>Traffic</u></p> <p>2.1 See responses 1.4 to 1.8 above in relation to traffic matters. The proposed development area will be mapped as an Urban Release Area (URA) under Part 6 of the Shoalhaven LEP 2014. Part 6 (Urban Release Areas) requires that the following matters must be addressed/resolved before land in a mapped area is subdivided/developed:</p> <ul style="list-style-type: none"> Arrangements for the provision of designated State public infrastructure (clause 6.1); Public utility infrastructure (clause 6.2) Preparation of a site-specific DCP (clause 6.3). <p>2.2 As the subject land would not be released for development until all required road infrastructure projects, including the new PH Shoalhaven River Bridge crossing, the FNCR and the alternate access to Pitt Street have been completed, it is expected that these projects will help to alleviate congestion around the school and on Illaroo Road generally. Unless the school is a destination in itself, all traffic from the development heading north towards Berry would be</p>

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		<p><u>Foot Traffic</u></p> <ul style="list-style-type: none"> Currently there no foot paths, kerbs or guttering along most of Illaroo Road and all of Moondarra Drive and Bimbimbie Avenue. Does the proposal include provision of this infrastructure? <p><u>Fencing</u></p> <ul style="list-style-type: none"> The proposed increase in traffic along the access ways will inevitably bring an increase in noise and light pollution. Will Council permit affected residents to erect sound deadening and light stopping fencing? <p><u>Proposed block size/tree canopy</u></p> <ul style="list-style-type: none"> Most of the proposal is for 500m² blocks. Given the size of modern homes and families with at least 2 and often more cars there will be no room for trees. Does Council really want to turn what is now native bushland into a roof scape with the odd shrub, flower bed and patch of lawn? 	<p>diverted at the FNCR and away from the public school.</p> <p><u>Road Quality</u></p> <p>2.3 As above, it can be anticipated that completion of the new Princes Highway Shoalhaven River Bridge crossing and the FNCR infrastructure projects will contribute to improved road conditions in and around north Nowra. See responses 1.5, 1.6 and 1.7 above for comments in relation to other local road infrastructure considerations.</p> <p><u>Foot Traffic</u></p> <p>2.4 Controls for the provision of local infrastructure such as cycleways, shared paths, parks and sustainability infrastructure are more relevant to the subdivision design concept and development application stage if/when the land is rezoned and released for urban development. City Services has considered opportunities for shared user path options to provide important linkages to existing and new development in the area, in particular, the Bernie Regan sporting complex. These are design elements that can be explored in more detail and possibly negotiated via a Voluntary Planning Agreement (VPA) and included in the DCP. Proposals for on-road cycling and new footpath connections within the existing subdivision are included in Council's Pedestrian Access and Mobility Plan (PAMP). The PAMP is proposed to be updated in 2022 and there will be an opportunity for the public to comment.</p> <p>2.5 New kerb and gutter (K&G) programs have not been funded for several years. Available funds are directed to replacement/drainage programs or where there is potential risk to property. Almost all new K&G construction is funded by property owners or developers. The need, if any, for K&G extension beyond the boundaries of the proposed URA will be considered during preparation of the DCP.</p> <p><u>Fencing</u></p> <p>2.6 Certain forms of low-impact development may be exempt from the need to obtain planning or construction approval. If certain</p>

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			<p>development standards are met, specific types of development can be built without needing to be approved by either council or an accredited certifier. However, other legislation requirements for approvals, licences, permits and authorities may still apply. State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 (Codes SEPP) specifies the types of development which are exempt development. The SEPP typically covers small scale structures that will have minimal impact on the local environment, such as fences. If proposed fencing complies with the requirements in the Codes SEPP, approval from Council is not needed. Development which does not meet the listed exempt development criteria requires a complying development certificate or development consent. Additional information is available on the Fences & Gates page on Council's website.</p> <p><u>Proposed block size/tree canopy</u></p> <p>2.7 Disagree in part. See response 1.4 in relation to lot sizes.</p> <p>2.8 Lots 21-24 DP 714096, which includes all the land proposed to be zoned C2 – Environmental Protection, is the subject of a Biodiversity Certification Application & Biodiversity Certification Assessment Report (BCAR) that were advertised concurrently with the revised PP. The BCAR proposes that all the land proposed to be zoned C2 be the subject of a fully-funded Biodiversity Stewardship Agreement and transferred to Council so that its environmental values of the land can be enhanced and conserved in perpetuity. Council has agreed, in principle, to accept transfer of the land.</p> <p>2.9 Further at its meeting of 14 March 2022 (MIN22.170) Council resolved to:</p> <p><i>“Prepare any future DCP Chapter for the area in accordance with Part 6 of the LEP including requirements for appropriate tree retention within the subdivision area”.</i></p> <p>2.10 Opportunities for appropriate street trees in public areas, such as road reserves, can also be considered at DCP stage provided that these do not compromise bushfire prevention or interfere with asset protection zones. In addition, Council has initiated a review of</p>

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			Chapter G4 – Tree and Vegetation Management of the DCP and the 45 degree rule that currently sits within it. An internal workshop was convened at Council's request and the outcomes will be reported to Council in due course.
3	Individual:	<p>Concerns:</p> <p>The concerns outlined by this submitter are the same concerns expressed by Submitter No. 1, although they are conveyed in slightly different wording. For completeness, and easy reference these concerns are again summarised as follows:</p> <p><u>Existing Road Reserve (west of Warrah Road)</u></p> <ul style="list-style-type: none"> The revised PP includes Council gifting the existing road reserve at the Southern boundary of existing lots on Lochaven Drive. It is unclear if the perimeter road will run along the existing road reserve or if there will be new blocks immediately adjacent to the existing ones with a road to the South of the new blocks. Properties on the southside of Lockhaven Drive drain to the road reserve. The road reserve should be maintained to provide for drainage and the perimeter road should be constructed in this corridor. New lots should be located south of the perimeter road and the road reserve maintained for protection from bushfire. Properties on south side of Lochaven Drive currently enjoy informal rear access from the existing (unmade) road reserve and dwellings have been constructed with this in mind. Please do not remove this access by gifting it to the developer for new housing. <p><u>Traffic</u></p> <ul style="list-style-type: none"> The lot size is still very small in the south-east of the proposed development and this will substantially increase traffic in the area. [Therefore] alternate access to the development is required as is an 	<p>Comments/concerns noted. No changes recommended.</p> <p><u>Existing Road Reserve (west of Warrah Road)</u></p> <p>See responses 1.1, 1.2 and 1.3 above.</p> <p><u>Traffic</u></p> <p>See responses 1.4, 1.5, 1.6, 1.7 and 1.8 above.</p> <p><u>Local Park</u></p> <p>See response 1.9 above.</p>

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