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Ref: 402
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Issued via email: htaranto@harrisonproperty.com.au

Dear Harrison

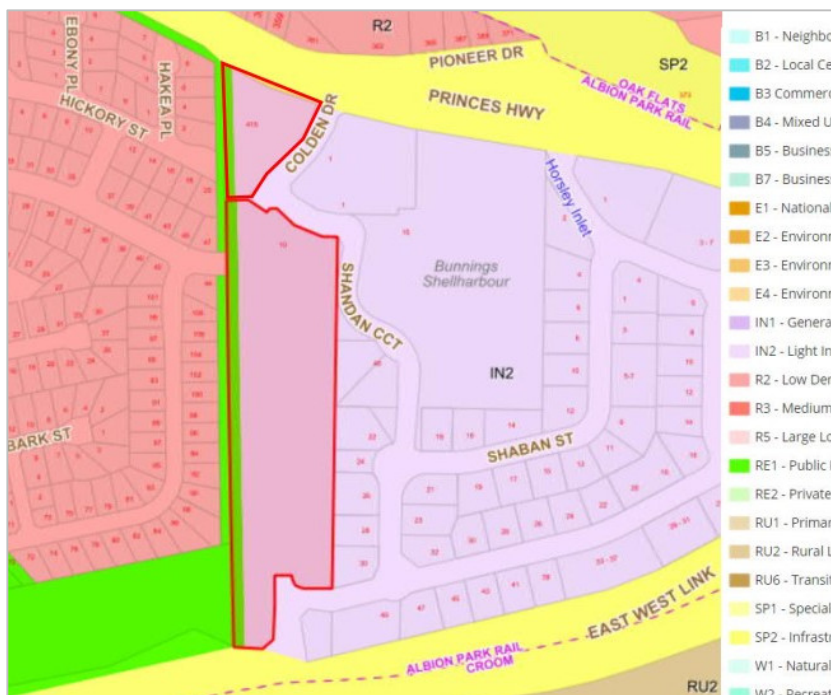
Planning Proposal - 418 Princes Highway and 10 Colden Drive, Albion Park Rail Traffic Impact Assessment

Amber Organisation has been asked to review the traffic impacts of the Planning Proposal associated with land at Lots 418 and 419 DP1252087. The planning proposal will include the rezoning of a narrow portion of each of the sites along the western boundary from RE1 Public Recreation to IN2 Light Industry to be consistent with the zoning of the remainder of the two sites.

1. Background

Figure 1 below shows an extract of the Shellharbour City Council Land Zoning map with the two sites outlined in red. Currently the sites are split zoned IN2 Light Industry, with a small 8m wide strip of RE1 Public Recreation zoned land located along the western boundary.

Figure 1: Zoning map showing the subject site outlined in red (SLEP2013)





An application was lodged and approved by Council (DA No. 0280/2020) over the sites which included a Specialised Retail Premises Comprising of Ten Units, Takeaway Food And Drink Premises and Associated Parking, Signage and Landscaping. The strip of RE1 land was discussed in a Pre-Lodgement Meeting prior to the lodgement of DA No. 0280/2020, with Council providing the following commentary:

“While no detailed planning history of the RE1 zone is available, it would appear that the thinking (dating back to at least the year 2000) was to have an open space buffer between the subject site (industrial) and the residential area to the west. It would appear that half the width of the strip was provided when the residentially land was subdivided, and there may have been an expectation that a similar arrangement would occur when the industrial land was further developed or subdivided. However there is no acquisition layer in the LEP.

Furthermore, the recent Shellharbour Open Space and Recreation Needs Study did not identify this land as being required to meet open space ratios in that part of Shellharbour. Nor is there a need to provide physical connections between the east and the west of the site. There is also no current intention to purchase the land for open space.

If the intent of the RE1 portion of land was to provide a buffer between buildings and other land uses (ie a buffer between the industrial precinct and residential uses), it may be achieved by providing driveways in this area (subject to permissibility) and locating buildings outside of this zone.

Whilst Council does not have an issue with permissibility in regard to the RE1 portion of the subject Lot 419 DP 1252087 being used as a service driveway (and parking), the amenity consequence from the resulting activity such as noise may have a significant impact on the existing residential development.

Council’s support of a service driveway along the Eastern boundary will depend on the design elements that will be undertaken along the boundary and how successful those mitigation measures are in regard to noise and interfacing with the adjoining RE1 reserves and residential land.”

It is noted that Council approved the siting of the access driveway within the RE1 portion of the site, with an acoustic wall provided along the boundary of Lot 419.

In summary, the future Planning Proposal will seek to rezone the privately owned strip of land located along the western boundary of Lots 418 and 419 from RE1 to IN2 Light Industry. In addition, the Shellharbour LEP 2013 Floor Space Ratio, Height of Building and Lot Size Maps will also be sought to be amended such that consistent Development Standards are applied across the whole of both sites.

2. Traffic Assessment

Based on the above comments from Council and the approval of the access driveway within the RE1 portion of the site it is considered that the increase in industrial zoned land would materially provide minimal opportunity to increase the potential industrial floor area. Subsequently, there is likely to be a minimal change to the traffic generation of the sites as part the Planning Proposal.

A Traffic Impact Assessment was prepared for the development at 10 Colden Drive by Bitzios Consulting, dated 5 June 2020. The document provides turning movement count data for the intersection of Princes Highway and Colden Drive which indicates the intersection accommodates a high volume of traffic in the order of 3,800 and 4,000 vehicles during the morning and evening peak hour. Accordingly, even if the rezoning were to result in a minor increase in traffic it would likely be within the daily variation of traffic at the intersection.

Overall, it is concluded that the Planning Proposal is unlikely to result in an increase in traffic volumes on the road network and any increases would have a negligible impact on traffic operations.



If you have any questions please feel free to contact the undersigned.

Yours sincerely
Amber Organisation

Michael Willson
Director