

32

**From:** Ian & Linda Parker <ianlindap@shoalhaven.net.au>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**CC:** Gareth Ward <Gareth.Ward@shoalhaven.nsw.gov.au>  
**Date:** 14/03/2011 2:06 pm  
**Subject:** Bomaderry N Nowra Link Road to Princes Hwy

I understand from the Environmental Report that there will be significant environmental impact on the Bomaderry Creek reserve from all 3 options.

I cannot understand why a new destructive road has to be proposed at this time when Illaroo Road could be widened to 3 lanes at the Princes Highway junction. Were there to be 2 dedicated right turn lanes plus a dedicated left turn lane, I'm sure traffic congestion could be reduced at dramatically less cost than building the new road (up to \$7.4M just for the new bridge!!). Together with synchronising the lights at the southern end of the Shoalhaven River Bridge to facilitate the traffic flow from Illaroo road or Southbound Princes Highway depending on traffic volumes/bankback. This is the intelligent first step before building a new road!!

I oppose all 3 options presented by Shoalhaven Council, wholeheartedly.

Yours Sincerely

Ian Parker  
ianlindap@shoalhaven.net.au  
0244486359  
0419445144

(33)

**Andrew Beattie - North Nowra Link Road - MP07 - 0037 - plan  
comment@planning.nsw.gov.au www.majorprojects.planning.nsw.gov.au**

---

**From:** Laurelle Ripke <laurelle.ripke@gmail.com>  
**To:** <information@planning.nsw.gov.au>  
**Date:** 14/03/2011 1:33 PM  
**Subject:** North Nowra Link Road - MP07 - 0037 - plan comment@planning.nsw.gov.au  
www.majorprojects.planning.nsw.gov.au

---

Attention: Director, Infrastructure Projects.

Having owned land and still living in Illaroo Road for over 50 years, we have followed this saga from its very beginning.

We are totally in favour of the North Nowra Link Road being built. Our preferred option would be the West Cambewarra Road option with only a smaller bridge to be built, instead of the huge gorge requiring an expensive crossing on either of the other 2 options.

TOO much money has already been spent over many years investigating this project.

It is time a Link Road be built without any further delay, and waste of money.

Please build the North Nowra Link Road promptly.

Yours faithfully,

Laurelle & Hugh Ripke

1109 Illaroo Road

CAMBEWARRA or TAPITALLEE 2540

(34)

**Andrew Beattie - RE: North Nowra Link Road Concept Plan Application No. 07\_0037**

---

**From:** Kim Soutar <kimsoutar@hotmail.com>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 3/03/2011 3:23 PM  
**Subject:** RE: North Nowra Link Road Concept Plan Application No. 07\_0037

---

Hello,

I wish to further add to my previous email, that I do support a link road, with the **WEST CAMBERWARRA** route as the preferred option.

yours faithfully

Kim

> Date: Thu, 3 Mar 2011 15:15:16 +1100  
 > From: plan\_comment@planning.nsw.gov.au  
 > To: kimsoutar@hotmail.com  
 > Subject: Re: North Nowra Link Road Concept Plan Application No. 07\_0037

>  
 > Thank you for your submission, it has been forwarded to the relevant planner.

>  
 > Regards,

>  
 > Information Officer  
 > Information Centre  
 > Department of Planning  
 > 23-33 Bridge Street Sydney  
 > GPO Box 39 Sydney NSW 2001  
 > T 02 9228 6333  
 > F 02 9228 6555  
 > E information@planning.nsw.gov.au

>  
 > This e-mail is confidential and may be privileged. If you are not the intended recipient, you must not use or disclose this information. If you have received this e-mail in error, please delete it and advise me immediately.

> E-mails may contain computer viruses, may be interfered with or may have other defects. They may not be successfully replicated on other computer systems. This e-mail may be subject to copyright. If it is, the written consent of the copyright owner must be obtained before any part of it is reproduced, adapted or communicated.

> >>> kimsoutar 03/03/11 15:14 >>>

>  
 >  
 > to the Department of Planning

>  
 > As a North Nowra resident, I am against the Link Road through North Nowra.

>  
 > I ask that the a minimum display  
 > period of 30 days for such a complex and substantial study is totally  
 > inadequate and ask for an extension of at least another 30 days for people to review properly.

>  
 > yours faithfully

>  
 > Kim Soutar

>

>

>

> -----

> This message is intended for the addressee named and may contain confidential/privileged information. If you are not the intended recipient, please delete it and notify the sender.

> Views expressed in this message are those of the individual sender, and are not necessarily the views of the Department.

> You should scan any attached files for viruses.

> -----

>

## Andrew Beattie - NORTH NOWRA LINK ROAD

---

**From:** Kim Soutar <kimsoutar@hotmail.com>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 7/03/2011 12:02 PM  
**Subject:** NORTH NOWRA LINK ROAD

---

Hello,

as per letter received from matt brown mp, I wish to make it known that I ONLY support **option 3. Being Northern Option - WEST CAMBEWARRA** road IF traffic studies deem it to be needed.

Thank You,

Kim Soutar

NORTH NOWRA RESIDENT

(35)

**Andrew Beattie - North Nowra Link Road**

---

**From:** "Ray Towers" <towersrg@bigpond.com>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 4/03/2011 8:32 AM  
**Subject:** North Nowra Link Road

---

Attention: Director, Infrastructure Projects

Application: North Nowra Link Road  
 MP070037

Submission by: Raymond Towers  
 141 Cambewarra road  
 Bomaderry 2541

Submission: Support Option 3 [Northern Route]  
 Do not support Options 1 & 2

Reasons: By far the main reason for supporting the northern option is so that the Bomaderry Creek Regional Park is not split into two major sections by a busy road. I know there is already electricity & water generally along the alignment of Option 1 but these have little impact on the park compared to a road. Bomaderry Creek Park is a surprisingly quiet peaceful place when it is so close to busy urban areas. We must try & preserve this for future generations. Options 1&2 have the greatest impact here.

The Northern Route would no doubt require a slice off the edge of the park but this by far much more preferable & at least for part of its length it is already a working road.

The Northern Route would also have a simpler & less expensive bridge.

I do not see how Options 1&2 offer any great short cut to Nowra, but they do supply an alternative to Illaroo Road.

Option 3 also supplies an alternative to Illaroo Road but with much better access to the northern part of Bomaderry, north along the Princes Highway towards Berry & west towards Kangaroo Valley while also adding the minimum number of vehicles along the Princes Highway.

Thank you  
 Ray Towers

36

## Andrew Beattie - Online Submission from Christopher Langmaid of Local ratepayer (object)

---

**From:** Christopher Langmaid <ctlang@tpg.com.au>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 6/03/2011 10:52 AM  
**Subject:** Online Submission from Christopher Langmaid of Local ratepayer (object)  
**CC:** <assessments@planning.nsw.gov.au>

---

The northern route is by far the cheaper and less intrusive option (smaller bridge span and no private land acquisition).

The road on the northern route is already an established corridor. The minor extension through to the princes hwy is going through land that has previously been degraded by local industry and the associated dumping in the bush due to road accessibility. If the project is to go ahead the northern option has less social, environmental and offers a quicker route to Sydney, It is by far the best option should one be needed.

Name: Christopher Langmaid  
Organisation: Local ratepayer

Address:  
417 Princes Hwy Bomaderry

IP Address: 60-242-211-142.static.tpgi.com.au - 60.242.211.142

Submission for Job: #134 Concept Plan Application  
[https://majorprojects.onhiive.com/index.pl?action=view\\_job&id=134](https://majorprojects.onhiive.com/index.pl?action=view_job&id=134)

Site: #121 North Nowra Link Road  
[https://majorprojects.onhiive.com/index.pl?action=view\\_site&id=121](https://majorprojects.onhiive.com/index.pl?action=view_site&id=121)

-----  
**Andrew Beattie**

P: 02 9228 6384  
E: [andrew.beattie@planning.nsw.gov.au](mailto:andrew.beattie@planning.nsw.gov.au)  
-----

---

Powered by [Internetix Affinity](#)

(37)

**Andrew Beattie - North Nowra Link Road**

---

**From:** "Pat Mcleod" <patmcleod1@bigpond.com>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 5/03/2011 9:40 PM  
**Subject:** North Nowra Link Road

---

Dear Sir/Madam,

As a long time resident of West Cambewarra Road I would like to comment with regard to the North Nowra Link Road.

I strongly support the Option 1 route for the following reasons:

The Option 1 route follows an existing cleared service corridor whereas virgin bushland would have to be destroyed for almost the entire length of the Option 3 route.

Less new residences affected in Choosing option 1 over Option 3.

Less noise mitigation work required for Option 1.

The Option 1 eastern exit at Narang Road provides a better point of dispersal for North Nowra traffic to flow north to Berry and Kangaroo Valley, south to Bolong Road and the Nowra township, or in either direction to north and south Bomaderry, ie, it caters for everybodys' needs.

The existing roundabout at the Princes Highway/Narang Road intersection is ready made for the Option 1 eastern exit and should see little or no disruption to highway traffic during the construction phase compared to a new Option 3 Moss Vale road exit.

The Option 1 western exit at Pitt Street provides for the future by offering a direct link to proposed new growth areas in the Crams Road region of North Nowra as well as to existing residential areas of North Nowra.

The Option 1 Link Road at the Illaroo Road/Pitt Street intersection offers a four-way dispersal of traffic compared to three-way traffic with Option 3 at Illaroo Road.

The Option 3 Link Road exit at Illaroo Road is a potential black spot due to the bend in the road.

Aboriginal archaeological sites along the Option 1 route are rated of low significance compared to those on Option 3 route which are rated moderate.

Option 1 is not considered to be flood prone, whereas land at the Option 3 creek crossing is.

I trust you will carefully consider the points above.

Yours faithfully

MARY THURLOW  
37 West Cambewarra Road,  
North Nowra 2541

(38)

**Andrew Beattie - NORTH NOWRA LINK ROAD**

---

**From:** <lovie53@westnet.com.au>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 6/03/2011 3:15 PM  
**Subject:** NORTH NOWRA LINK ROAD

---

The Director,  
Major Projects Assessment  
Department of Planning

The ongoing issue of the North Nowra Link road has confused, agitated and angered many residents in this local area.

It is time to proceed and give the local residents some peace of mind.  
I strongly support the Central Option and urge all Governments involved in this process to do the same.

My reasons for supporting the Central Option are-

1. Fewer residents negatively affected
2. Cheaper option
3. Easement already exists - service corridor
4. Safer option - entry and exit points have better visibility and traffic flow
5. Less noise mitigation to be carried out
6. Less bushland to be cleared
7. It offers optimum traffic dispersal at the Pitt Street intersection (4way)
8. It is not a flood prone area

Please contact me at any time if you wish to discuss this matter further.

Thank you

Lyn Whitbread  
39 West Cambewarra Rd  
North Nowra 2541  
0419427574

**Andrew Beattie - Online Submission from [REDACTED] (object)**

---

**From:** [REDACTED]  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 7/03/2011 7:49 PM  
**Subject:** Online Submission from [REDACTED] (object)  
**CC:** <assessments@planning.nsw.gov.au>

---

Please keep my name and address confidential and do not disclose to the proponent or on your website.

The environmental assessment fails to properly state the impacts of each route option on the natural landscape, the Narang Road picnic area in Bomaderry Creek Regional Park, the gorge walking track and other walking tracks in the regional park. It exaggerates the impacts of the northern route and understates those of the other two routes.

The central route would be adjacent to the regional park picnic area, with severe visual, noise and amenity impacts, yet the assessment barely even acknowledges that the picnic area exists.

Bomaderry Creek gorge is a beautiful natural and recreational gem close to a growing urban area. It provides a sense of remoteness and escape from the pressures of civilisation. This will be lost forever if a road is constructed through the area along the central or southern routes.

The assessment understates the biodiversity and other environmental impacts of the central route when it says that a two lane sealed public road will have minimal additional impacts to the current narrow unsealed single track.

The assessment erroneously states that the central route would have advantages for the regional park in terms of reducing antisocial behaviour and improving observation of such behaviour. In fact, public vehicle access through the park is more likely to result in increased arson, rubbish dumping and other undesirable activities.

The northern route may not have the same traffic benefits but would still provide an improved link to the north compared to the highway, with far fewer environmental impacts. However the northern route should preferably be located a little further north, outside the boundaries of Bomaderry Creek Regional Park.

Name: [REDACTED]

Address: [REDACTED]

IP Address: [REDACTED]

Submission for Job: #134 Concept Plan Application  
[https://majorprojects.onhiive.com/index.pl?action=view\\_job&id=134](https://majorprojects.onhiive.com/index.pl?action=view_job&id=134)

Site: #121 North Nowra Link Road  
[https://majorprojects.onhiive.com/index.pl?action=view\\_site&id=121](https://majorprojects.onhiive.com/index.pl?action=view_site&id=121)

-----  
**Andrew Beattie**

P: 02 9228 6384

E: [andrew.beattie@planning.nsw.gov.au](mailto:andrew.beattie@planning.nsw.gov.au)  
-----

Powered by Internetix Affinity

## Andrew Beattie - Online Submission from Steve Bacales (support)

---

**From:** Steve Bacales <stevebacales@telstra.com>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 9/03/2011 8:05 PM  
**Subject:** Online Submission from Steve Bacales (support)  
**CC:** <assessments@planning.nsw.gov.au>

---

---

North Nowra link road application number MP07-0037.

I support the central option. This, I believe will be most practical for access for North Nowra residents. I believe this project is a necessity and construction should be started as soon as possible. I would also support the opening of the west end of West Birrelli St to the Nerang rd roundabout to give better access to Bomaderry.

Name: Steve Bacales

Address:

105 Judith Drive North Nowra

IP Address: 60-242-210-175.static.tpgi.com.au - 60.242.210.175

Submission for Job: #134 Concept Plan Application

[https://majorprojects.onhlive.com/index.pl?action=view\\_\\_job&id=134](https://majorprojects.onhlive.com/index.pl?action=view__job&id=134)

Site: #121 North Nowra Link Road

[https://majorprojects.onhlive.com/index.pl?action=view\\_site&id=121](https://majorprojects.onhlive.com/index.pl?action=view_site&id=121)

-----  
**Andrew Beattie**

P: 02 9228 6384

E: [andrew.beattie@planning.nsw.gov.au](mailto:andrew.beattie@planning.nsw.gov.au)  
-----

---

Powered by [Internetrix Affinity](#)

(41)

## Andrew Beattie - Online Submission from Alasdair Stratton of Resident/Ratepayer of the Shoalhaven (other)

---

**From:** Alasdair Stratton <lisastratton@westnet.com.au>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 9/03/2011 9:38 PM  
**Subject:** Online Submission from Alasdair Stratton of Resident/Ratepayer of the Shoalhaven (other)  
**CC:** <assessments@planning.nsw.gov.au>

---

Option 3 via West Camberwarra Rd is by far the most practical option for the North Nowra link road. There are two reasons for this, the first is economically it make more sense as the road construction and design costs would not be as expensive because large bridge expansion would not be required to cross the Bomaderry gorge, as in options 1 and 2. Secondly option 3 would have the least impact on the Bomaderry creeks buhsland and its biodiveristy values, Bomderry creek regional park and the Council reserve are a truely unique intact hasbitat corridor that has an extremely high diveristy of flora and fauna. As the EIS has iidentified the Bomaderry Ziera is the only known population in existance in the world, options 1 and 2 would directly impact on this species by fragmenting the habitat. The bushland also has other threatened species such as the Nowra Mallee, the Giant Burrowing Frog not to mention the flying fox colony that roosts their, Yellow bellied gliders and others. I strongly urge you to seriously consider option 3 as the only sensible and viable route, dont fragment what is a jewel peice of urban bushland we need to learn from past planning mistakes not continue to make the same mistakes.

Name: Alasdair Stratton  
Organisation: Resident/Ratepayer of the Shoalhaven

Address:  
43 Coomonderry Ridge, Berry 2535

IP Address: 124-171-15-43.dyn.iinet.net.au - 124.171.15.43

Submission for Job: #134 Concept Plan Application  
[https://majorprojects.onhiive.com/index.pl?action=view\\_job&id=134](https://majorprojects.onhiive.com/index.pl?action=view_job&id=134)

Site: #121 North Nowra Link Road  
[https://majorprojects.onhiive.com/index.pl?action=view\\_site&id=121](https://majorprojects.onhiive.com/index.pl?action=view_site&id=121)

-----  
**Andrew Beattie**

P: 02 9228 6384  
E: [andrew.beattie@planning.nsw.gov.au](mailto:andrew.beattie@planning.nsw.gov.au)  
-----

---

Powered by Internetrix Affinity

42

## Andrew Beattie - Online Submission from Walter Moore (support)

---

**From:** Walter Moore <moore@shoalhaven.nsw.gov.au>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 10/03/2011 4:02 PM  
**Subject:** Online Submission from Walter Moore (support)  
**CC:** <assessments@planning.nsw.gov.au>

---

I support the long-term development of a link road to North Nowra. However, at present I do not think the traffic congestion levels require its construction.

Of the options put forward by Shoalhaven City Council I support the Central (Narang Rd) option. The reasons being:

- \* it has an existing cleared corridor for most of its route.
- \* lower noise, visual and air pollution and impacts on existing residential properties
- \* safest exit/access to the link road at both the Illaroo Rd and Narang Rd intersections.
- \* less impact on native vegetation
- \* fewer issues with flooding or floodway restrictions.

Thank you

Name: Walter Moore

Address:  
21 West Cambewarra Rd  
North Nowra 2541

IP Address: mx1.shoalhaven.nsw.gov.au - 203.30.193.8

Submission for Job: #134 Concept Plan Application  
[https://majorprojects.onhiive.com/index.pl?action=view\\_job&id=134](https://majorprojects.onhiive.com/index.pl?action=view_job&id=134)

Site: #121 North Nowra Link Road  
[https://majorprojects.onhiive.com/index.pl?action=view\\_site&id=121](https://majorprojects.onhiive.com/index.pl?action=view_site&id=121)

-----  
**Andrew Beattie**

P: 02 9228 6384  
E: [andrew.beattie@planning.nsw.gov.au](mailto:andrew.beattie@planning.nsw.gov.au)  
-----

---

Powered by Internetrix Affinity

## Andrew Beattie - Online Submission from gary tearle of private citizen (support)

---

**From:** gary tearle <gazhen@bigpond.com>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 10/03/2011 6:17 PM  
**Subject:** Online Submission from gary tearle of private citizen (support)  
**CC:** <assessments@planning.nsw.gov.au>

---

I did attempt to send this message via your email address: plan comment@planning.nsw.gov.au but this was unsuccessful?

A link road is a must to the residents of north nowra as we can spend up to 30 minutes in traffic to gain access to nowra via the only road available (Illaroo Road) during the hour of 8.30 am to 9.15 am most week day. Having link road will allow us north nowra residents access north to bomaderry and beyond via an alternative route. The best option is Pitt Street - Narang Road.

Question: how long did it take for government approval for the jail at south nowra to be built?

Name: gary tearle  
Organisation: private citizen

Address:  
1 coniston close  
north nowra 2541 nsw

IP Address: cpe-60-229-104-41.lns3.ken.bigpond.net.au - 60.229.104.41

Submission for Job: #134 Concept Plan Application  
[https://majorprojects.onhiive.com/index.pl?action=view\\_job&id=134](https://majorprojects.onhiive.com/index.pl?action=view_job&id=134)

Site: #121 North Nowra Link Road  
[https://majorprojects.onhiive.com/index.pl?action=view\\_site&id=121](https://majorprojects.onhiive.com/index.pl?action=view_site&id=121)

-----  
**Andrew Beattie**

P: 02 9228 6384  
E: [andrew.beattie@planning.nsw.gov.au](mailto:andrew.beattie@planning.nsw.gov.au)  
-----

---

Powered by Internetix Affinity

**Andrew Beattie - Online Submission from Jan Williams of Resident (support)**

---

**From:** Jan Williams <benjan14@optusnet.com.au>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 11/03/2011 9:58 AM  
**Subject:** Online Submission from Jan Williams of Resident (support)  
**CC:** <assessments@planning.nsw.gov.au>

---

We prefer the the centre road option running from Pitt St North Nowra through to Narang Rd Bomaderry, as we feel the people of North Nowra would be more encouraged to use it than the other 2 options as it is closer to the highway. As far as we can see homes would not be affected with the extra traffic. Having been frequent visitors to Clelland Lodge in the past we have always found getting there difficult driving around the Bridge intersection. We also go to the North Nowra Medical centre often, we would definitely use the Pitt St option if it is constructed. Thank you for allowing us to have our say.

Regards Jan and Ben Williams.

Name: Jan Williams  
Organisation: Resident

Address:  
11 Helsinki Parade  
Bomaderry

IP Address: pa114-73-4-172.pa.nsw.optusnet.com.au - 114.73.4.172

Submission for Job: #134 Concept Plan Application  
[https://majorprojects.onhiive.com/index.pl?action=view\\_job&id=134](https://majorprojects.onhiive.com/index.pl?action=view_job&id=134)

Site: #121 North Nowra Link Road  
[https://majorprojects.onhiive.com/index.pl?action=view\\_site&id=121](https://majorprojects.onhiive.com/index.pl?action=view_site&id=121)

-----  
**Andrew Beattie**

P: 02 9228 6384  
E: [andrew.beattie@planning.nsw.gov.au](mailto:andrew.beattie@planning.nsw.gov.au)  
-----

---

Powered by Internetrix Affinity

(45)

**Andrew Beattie - Online Submission from Lynne Amesbury ()**

---

**From:** Lynne Amesbury <lynne.amesbury@gmail.com>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 14/03/2011 5:23 PM  
**Subject:** Online Submission from Lynne Amesbury ()  
**CC:** <assessments@planning.nsw.gov.au>

---

In summary, I support the northern route as the option with least environmental impact. If the financial cost benefit analysis considered the environmental factors, the options would have a very different ranking.

As a member of the local wildlife group, and also as the statistician for that group, I can state that car impact is by far the most recorded reason for wildlife rescue, and the chance of successful rehabilitation and release back into the wild is not good, with a very large percentage of wildlife needing to be euthanized.

Therefore, I particularly object to the statement in the Biodiversity Assessment part 1 (page 70) and paraphrased elsewhere, that ?it (the preferred option) is not expected to create a more significant barrier to flora and fauna than what currently exists?. This is nonsensical as it is obvious that a link road will be a significant risk for fauna compared to what is now effectively a walking track. Providing overhead or underground crossings do not always work, as predators learn to take advantage. Other mitigation efforts such as road design or 60k zones are unlikely to change the overall toll.

An untrue statement such as this raises doubts about the credibility of the rest of the information supplied.

Indeed, for any link road, there needs to be more firm commitment to addressing issues that will affect wildlife:  
? Power lines. The draft statement of commitment by Council talks of ?investigating the possibility? of putting power lines underground. Electrocuting is another cause for threatened wildlife needing rescue in the Shoalhaven, e.g. Grey Headed Flying Foxes, and underground power lines should be considered essential as part of any proposal.

? Fencing. In relation to the fencing to be provided around sensitive areas or elsewhere, the use of barbed wire would be considered an unacceptable risk to wildlife, and therefore it should be a condition of approval that barbed wire cannot be included in any plan and any existing barbed wire should be removed. Statistics provided to Council show that a number of threatened and non threatened species are affected by barbed wire in the Shoalhaven, e.g. yellow bellied gliders.

Name: Lynne Amesbury

Address:  
PO Box 198  
Cambewarra  
Nsw 2540

IP Address: 238.89.70.115.static.exetel.com.au - 115.70.89.238

Submission for Job: #134 Concept Plan Application  
[https://majorprojects.onhiive.com/index.pl?action=view\\_job&id=134](https://majorprojects.onhiive.com/index.pl?action=view_job&id=134)

Site: #121 North Nowra Link Road  
[https://majorprojects.onhiive.com/index.pl?action=view\\_site&id=121](https://majorprojects.onhiive.com/index.pl?action=view_site&id=121)

-----

**Andrew Beattie**

P: 02 9228 6384

E: [andrew.beattie@planning.nsw.gov.au](mailto:andrew.beattie@planning.nsw.gov.au)

-----

---

Powered by Internetix Affinity

**Andrew Beattie - Online Submission from**

(object)

46

**From:****To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>**Date:** 14/03/2011 9:03 PM**Subject:** Online Submission from**CC:** <assessments@planning.nsw.gov.au>

Costings are obviously inaccurate. The road through the park would be far more expensive. It is a ridiculous plan to cut through beautiful bushland with endangered species. west cambewarra is the obvious, logical choice. there is political interference by the liberal party perhaps influenced by people living on the west cambewarra road?. Bomaderry creek should not be destroyed- these politicians will 'pave paradise' to keep themselves in power. have they ever been in the park?? Shame on them. A new assessment please- independently run. Or, just build the west Cambewarra road- easy.

DO NOT SUBMIT MY NAME TO Proponent ETC please

Name: .

Address:

IP Address:

Submission for Job: #134 Concept Plan Application

[https://majorprojects.onhiive.com/index.pl?action=view\\_job&id=134](https://majorprojects.onhiive.com/index.pl?action=view_job&id=134)

Site: #121 North Nowra Link Road

[https://majorprojects.onhiive.com/index.pl?action=view\\_site&id=121](https://majorprojects.onhiive.com/index.pl?action=view_site&id=121)

**Andrew Beattie**

P: 02 9228 6384

E: [andrew.beattie@planning.nsw.gov.au](mailto:andrew.beattie@planning.nsw.gov.au)

Powered by Internetix Affinity

**Andrew Beattie - Online Submission from Pascale Carratt (object)**

47

**From:** Pascale Carratt <scally181@hotmail.com>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 14/03/2011 10:25 PM  
**Subject:** Online Submission from Pascale Carratt (object)  
**CC:** <assessments@planning.nsw.gov.au>

---

While the link road has some benefits mainly to take the traffic from North Nowra to the Northern Shoalhaven region I do not see any benefits for those wanting to travel from North Nowra across the Shoalhaven River. The traffic at peak periods as it stands at present has congestion for both North Nowra and Bomaderry residents wanting to cross the Shoalhaven River and the link road would just heighten the traffic congestion for Bomaderry residents.

The councils preferred option through the middle of the bushland from Pitt Street North Nowra to Narang Road is the one that I am most opposed to

As it would divide the relatively small area of bushland in two smaller pieces thus reducing further the habitat of the plants and animals A road through the middle of their habitat would place animals such as the sugar glider, smaller marsupials and reptiles at risk of becoming road kill. My family and friends often use Bomaderry Creek for our recreational use and I liken the area to an oasis in the middle of a sprawling city. To have a road cut through the middle of the park would increase the noise and pollution levels and diminish the beauty and peace of the area.

I was part of a team that door knock the North Nowra area to seek the views of the residents concerning the North Nowra link through Narang Road a few years ago. A petition on was carried out which showed the majority of the residents did not want the Narang Road option but preferred the West Cambewarra option. This petition was given to council and to Matt Brown the member for Kiama.

The West Cambewarra Northern option is the option that would cause less environmental destructive and because it skirts the bushland not cut through the middle makes this the proffered option. The Southern option proposed by council would have serious implications as it is the most spectacular part of the bushland with a scenic wide and deep gorge and a road through this area would be an eye sore and also threaten the grey Haired Flying fox maternity site.

The Bomaderry creek area has such significant fauna and flora as well as the most beautiful diverse scenery that is rare in an area that is becoming densely populated. It needs to be preserved for all future generation.

If a link Road is to go ahead then the only option is the West Cambewarra road option.

Name: Pascale Carratt

Address:  
14 Nita Place  
Bomaderry  
NSW 2541

IP Address: 123-3-17-7.static.dsl.dodo.com.au - 123.3.17.7

Submission for Job: #134 Concept Plan Application  
[https://majorprojects.onhiive.com/index.pl?action=view\\_job&id=134](https://majorprojects.onhiive.com/index.pl?action=view_job&id=134)

Site: #121 North Nowra Link Road  
[https://majorprojects.onhiive.com/index.pl?action=view\\_site&id=121](https://majorprojects.onhiive.com/index.pl?action=view_site&id=121)

-----

**Andrew Beattie**

P: 02 9228 6384

E: [andrew.beattie@planning.nsw.gov.au](mailto:andrew.beattie@planning.nsw.gov.au)

-----

---

Powered by Internetix Affinity

48

**Andrew Beattie - Online Submission from Paul Dujardin (object)**

---

**From:** Paul Dujardin <paul.dujardin@det.nsw.edu.au>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 14/03/2011 11:06 PM  
**Subject:** Online Submission from Paul Dujardin (object)  
**CC:** <assessments@planning.nsw.gov.au>

---

I have grave concern for the Shoalhaven Councils preferred proposed North Nowra link road from Pitt street North Nowra to Narang road Bomaderry. This road would divide the beautiful scenic bushland of the sandstone gorge of Bomaderry creek into two causing irreversible destruction to habitat and disturbance to threatened species and destroy the serenity of the area. My family and I use this recreational area often as a haven to escape the high pace of today's living. I acknowledge the need for a link road to provide access to northern areas of the Shoalhaven but it would not serve any benefit in accessing south of the Shoalhaven River. I am In favour of the West Cambewarra Link road proposal and would use this to travel to Bomaderry and northern destination as I feel this is a more viable option both economical and environmental.

Name: Paul Dujardin

Address:

26 Ambassador Ave North Nowra NSW 2541

IP Address: 123-3-17-7.static.dsl.dodo.com.au - 123.3.17.7

Submission for Job: #134 Concept Plan Application

[https://majorprojects.onhiive.com/index.pl?action=view\\_job&id=134](https://majorprojects.onhiive.com/index.pl?action=view_job&id=134)

Site: #121 North Nowra Link Road

[https://majorprojects.onhiive.com/index.pl?action=view\\_site&id=121](https://majorprojects.onhiive.com/index.pl?action=view_site&id=121)

-----  
**Andrew Beattie**

P: 02 9228 6384

E: [andrew.beattie@planning.nsw.gov.au](mailto:andrew.beattie@planning.nsw.gov.au)  
-----

---

Powered by Internetix Affinity

(49)

**Andrew Beattie - North Nowra link road**

---

**From:** Jo Landstra <jojolandstra@yahoo.com.au>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 15/03/2011 7:13 AM  
**Subject:** North Nowra link road

---

To the Director of Infrastructure Projects:

Thank you for the opportunity to respond to the proposed North Nowra - Bomaderry link route.

My husband and I have always been in favour of the West Cambewarra Road link as this is an existing road which requires only a short extension to reach Bomaderry.

The Bomaderry Creek bridge required for this extension would be less extensive than a bridge downstream (Pitt St extension road). The Bomaderry Creek Canyon becomes much deeper and wider downstream of West Cambewarra Road.

Of the 3 options proposed, the West Cambewarra Road link would disturb the natural environment the least in our opinion. The bushland that the other 2 options would disturb is beautiful and precious. A road straight through the middle of it would disturb the park immensely.

We believe that cars can always drive an extra distance around significant sites such as these, however animals and delicate plant species cannot always navigate around busy main roads.

Please preserve the bushland of North Nowra, and the integrity of the beautiful Bomaderry Creek Canyon for future generations.

Yours sincerely,  
Joanna and Mark Landstra  
30 Yurunga Dr  
Nowra North NSW 2541

Phone/Fax: 02 4423 0461  
Mobile: 0413 523 418

(49)

**Andrew Beattie - Fw: North Nowra link road MP07-0037**

---

**From:** Jo Landstra <jojolandstra@yahoo.com.au>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 15/03/2011 7:15 AM  
**Subject:** Fw: North Nowra link road MP07-0037

---

Jo and Mark Landstra  
30 Yurunga Dr  
Nowra North NSW 2541

Phone/Fax: 02 4423 0461  
Mobile: 0413 523 418

----- Forwarded Message -----

**From:** Jo Landstra <jojolandstra@yahoo.com.au>  
**To:** plan\_comment@planning.nsw.gov.au  
**Sent:** Tue, 15 March, 2011 7:13:02 AM  
**Subject:** North Nowra link road

To the Director of Infrastructure Projects:

Thank you for the opportunity to respond to the proposed North Nowra - Bomaderry link route.

My husband and I have always been in favour of the West Cambewarra Road link as this is an existing road which requires only a short extension to reach Bomaderry.

The Bomaderry Creek bridge required for this extension would be less extensive than a bridge downstream (Pitt St extension road). The Bomaderry Creek Canyon becomes much deeper and wider downstream of West Cambewarra Road.

Of the 3 options proposed, the West Cambewarra Road link would disturb the natural environment the least in our opinion. The bushland that the other 2 options would disturb is beautiful and precious. A road straight through the middle of it would disturb the park immensely.

We believe that cars can always drive an extra distance around significant sites such as these, however animals and delicate plant species cannot always navigate around busy main roads.

Please preserve the bushland of North Nowra, and the integrity of the beautiful Bomaderry Creek Canyon for future generations.

Yours sincerely,  
Joanna and Mark Landstra  
30 Yurunga Dr  
Nowra North NSW 2541

Phone/Fax: 02 4423 0461  
Mobile: 0413 523 418

(50)

**Andrew Beattie - Proposed Narang - Pitt Sts. Link Rd North Nowra.**

---

**From:** Margaret Holder <marg\_holder@hotmail.com>  
**To:** <plan\_comment@nsw.gov.au>  
**Date:** 15/03/2011 11:00 AM  
**Subject:** Proposed Narang - Pitt Sts. Link Rd North Nowra.

---

Please dont allow the destruction of Bomaderry Creek's Fauna, Flora & beauty.

There are several seriously endangered & unique species to this area, it is not worth risking them!

Please allow the West Cambewarra Rd alignment to be used. This option I believe, would have more popular support than the other options.

Long term traffic flow benefits will result from this option. Until the Highway traffic problems are addressed, having two Access Roads will have minimal effect to the North Nowra Residents during peak times anyway.

Please do not be a party to Irreversible Environmental Vandalism!

Thankyou for an opportunity to express feelings about a proposed flawed option.

Nigel Holder

(51)

**Andrew Beattie - Online Submission from michael Dunne (other)**

---

**From:** michael Dunne <aeidunne@tpg.com.au>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 15/03/2011 4:17 PM  
**Subject:** Online Submission from michael Dunne (other)  
**CC:** <assessments@planning.nsw.gov.au>

---

I believe Council should adopt the Northern most access road option (eg that which runs adjacent to West Cambewarra Road) as it will have the least impact environmentally.  
I also believe that Council has failed to take into account the cost of moving both the water mains and power lines which run though where their proposed option's bridge will be built.

Name: michael Dunne

Address:  
102 Walsh Cres  
North Nowra  
NSW

IP Address: mx1.shoalhaven.nsw.gov.au - 203.30.193.8

Submission for Job: #134 Concept Plan Application  
[https://majorprojects.onhiive.com/index.pl?action=view\\_job&id=134](https://majorprojects.onhiive.com/index.pl?action=view_job&id=134)

Site: #121 North Nowra Link Road  
[https://majorprojects.onhiive.com/index.pl?action=view\\_site&id=121](https://majorprojects.onhiive.com/index.pl?action=view_site&id=121)

-----  
**Andrew Beattie**

P: 02 9228 6384  
E: [andrew.beattie@planning.nsw.gov.au](mailto:andrew.beattie@planning.nsw.gov.au)  
-----

---

Powered by Internetrix Affinity

32

## Andrew Beattie - Online Submission from Matthew Langmaid of Rydges Hotels and Resorts (object)

---

**From:** Matthew Langmaid <mattoglangmaid@yahoo.com.au>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 15/03/2011 6:46 PM  
**Subject:** Online Submission from Matthew Langmaid of Rydges Hotels and Resorts (object)  
**CC:** <assessments@planning.nsw.gov.au>

---

---

I object to having the road pass through the bushland in Bomaderry which is home to many threatened plants and animals. Instead, the road should make its way around the perimeter (The West Camewarra Road option)

Name: Matthew Langmaid  
Organisation: Rydges Hotels and Resorts

Address:  
417 Princes Highway, Bomaderry

IP Address: 60-242-211-142.static.tpgi.com.au - 60.242.211.142

Submission for Job: #134 Concept Plan Application  
[https://majorprojects.onhiive.com/index.pl?action=view\\_job&id=134](https://majorprojects.onhiive.com/index.pl?action=view_job&id=134)

Site: #121 North Nowra Link Road  
[https://majorprojects.onhiive.com/index.pl?action=view\\_site&id=121](https://majorprojects.onhiive.com/index.pl?action=view_site&id=121)

-----

**Andrew Beattie**

P: 02 9228 6384  
E: [andrew.beattie@planning.nsw.gov.au](mailto:andrew.beattie@planning.nsw.gov.au)

---

Powered by [Internetix Affinity](#)

(53)

**Andrew Beattie - Online Submission from Jamie Buchan of University of Wollongong (object)**

---

**From:** Jamie Buchan <jeb999@uowmail.edu.au>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 15/03/2011 8:23 PM  
**Subject:** Online Submission from Jamie Buchan of University of Wollongong (object)  
**CC:** <assessments@planning.nsw.gov.au>

---

---

---

To whom it may concern,

I submit this objection with regard to the proposed North Nowra/Bomaderry link road with particular objection to the central option, being Pitt Street to Narang Road. I write this as a concerned resident of the Shoalhaven and as an informed citizen, having studied my undergraduate degree in Ecology.

The area of bushland surrounding Bomaderry Creek that this choice of route will impact on contains a rich diversity of flora and fauna unique to the particular types and diversity of ecosystem and habitat found where the path of the proposed route bisects.

There are no other similar ecosystems in the localised region so any anthropological changes are sure to impact heavily on at least some species, possibly in the worst case scenario leading to local extinctions. Several species which are either threatened or endangered are known to inhabit this unique remnant bushland including the Powerful Owl, Yellow Bellied Glider, Giant Burrowing Frog and Bomaderry Zieria, which is only found in the area, nowhere else in the world.

The proposed route also passes close to a rare pocket of remnant rainforest nestled in the gorge, with turpentines, coachwoods, lillypillys and even a cabbage tree palm, a species typical of the once widespread lowland rainforests of south east NSW, now reduced to a very few remnant pockets such as that found in Bomaderry Creek Gorge.

To add to my concerns other than those of environmental nature is that I cannot see how this route will alleviate traffic congestion or why people would even choose to use it. Most peak time traffic travelling from North Nowra is travelling into Nowra. The proposed route would be a dog-leg to the north for these people, and they would still get caught in congestion on the Princes Highway due to Bolong Rd. and Illaroo Rd. traffic entering. I cannot see how the proposed route will help solve the problem.

The area of natural heritage that the Narang Road proposed route will affect is far too sensitive and rare a jewel for Council to consider putting a major development such as a road and road bridge through. Anyone who has ever taken a walk through the park would realise this.

Regards,

Jamie Buchan.  
Tel: 0421807118

Name: Jamie Buchan  
Organisation: University of Wollongong

Address:  
178a Devitts Lane  
Meroo Meadow, NSW, 2540

IP Address: 122-150-200-77.static.dsl.dodo.com.au - 122.150.200.77

Submission for Job: #134 Concept Plan Application

[https://majorprojects.onhiive.com/index.pl?action=view\\_job&id=134](https://majorprojects.onhiive.com/index.pl?action=view_job&id=134)

Site: #121 North Nowra Link Road

[https://majorprojects.onhiive.com/index.pl?action=view\\_site&id=121](https://majorprojects.onhiive.com/index.pl?action=view_site&id=121)

-----  
**Andrew Beattie**

P: 02 9228 6384

E: [andrew.beattie@planning.nsw.gov.au](mailto:andrew.beattie@planning.nsw.gov.au)  
-----

---

Powered by [Internetrix Affinity](#)

(54)

**Andrew Beattie - Online Submission from John Jirgens (object)**

---

**From:** John Jirgens <bamarang@shoal.net.au>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 15/03/2011 10:36 PM  
**Subject:** Online Submission from John Jirgens (object)  
**CC:** <assessments@planning.nsw.gov.au>

---

---

I am the owner of a large accommodation facility in the local area. I have recommended the Bomaderry bushland on numerous occasions to guests for recreational and bushwalking use to tourist to this area. Many have been surprised about the beauty and tranquillity of the Bomaderry creek area and have described the area a rarity as a world-class scenic area in urban surrounds. My family and I regularly enjoy bushwalking at Bomaderry creek, as it is a beautiful haven in the city of Shoalhaven in which there is limited places to enjoy the peace and beauty that this area offers.

I am strongly opposed to the bushland being cut in two with the option of the link road from Narang road or the Southern option the council has proposed. To cut an already relative small reserve into two with a road down the middle will undermine the beauty and tranquillity of this spectacular area. The alternative route via West Cambewarra Road is the better option, which will result in a lesser impact on the noise, pollution and sustainability of the local fauna and flora.

Not only for the local people of the Shoalhaven but the many tourist that visit a link road through the bushland would great diminish its value as a recreational educational and environmental amenity

Name: John Jirgens

Address:  
145 Bamarang Road  
Bamarang NSW 2541

IP Address: 123-3-27-26.static.dsl.dodo.com.au - 123.3.27.26

Submission for Job: #134 Concept Plan Application  
[https://majorprojects.onhiive.com/index.pl?action=view\\_job&id=134](https://majorprojects.onhiive.com/index.pl?action=view_job&id=134)

Site: #121 North Nowra Link Road  
[https://majorprojects.onhiive.com/index.pl?action=view\\_site&id=121](https://majorprojects.onhiive.com/index.pl?action=view_site&id=121)

-----  
**Andrew Beattie**

P: 02 9228 6384  
E: [andrew.beattie@planning.nsw.gov.au](mailto:andrew.beattie@planning.nsw.gov.au)  
-----

---

Powered by Internetix Affinity

55

## MAYORAL

Shoalhaven City Council

Received

Council's full application is available for viewing on the Department's website **14 MAR 2011**  
[www.majorprojects.planning.nsw.gov.au](http://www.majorprojects.planning.nsw.gov.au), or locally during business hours at  
 Shoalhaven City Council Administration Building or Nowra Library.

File No. \_\_\_\_\_  
 Referred to: Shw(2)

Submissions on the project must reach the Department by close of business on Friday 18 March 2011. Your submission should include:

- Your name and address;
- The name of the application and the application number (North Nowra Link Road – MP07-0037);
- A statement on whether you support or object to the project; and
- The reasons why you support or object to the project.
- Other comments as appropriate

Your submission should be marked 'Attention: Director, Infrastructure Projects' and:

- Faxed to (02) 92286355; or
- Posted to Major Projects Assessment, Department of Planning, GPO Box 39, Sydney NSW 2001; or
- Emailed to [plan\\_comment@planning.nsw.gov.au](mailto:plan_comment@planning.nsw.gov.au); or
- Via online submissions at [www.majorprojects.planning.nsw.gov.au](http://www.majorprojects.planning.nsw.gov.au).

Mayor Paul Green said "Council is very keen to hear the views of residents in North Nowra, Bomaderry and surrounding areas concerning Council's preferred Option and the need for the North Nowra Link Road to lessen traffic congestion in Illaroo Road and improve the amenity for residents in that area".

"It's also a safety issue for residents to have alternate access into and out of North Nowra if Illaroo Road is blocked for some reason and it will cater for the development and growth expected in this area", Mayor Green said

Authorised by Paul Green, Mayor, Shoalhaven City Council

REPLY 9th March 2011.

We both agree with your proposed route.  
 N P WALSH & I M WALSH who are both  
 retired residents at 403 NUNKERI PLACE  
 NORTH NOWRA NSW.  
 2541

Kevin P Walsh.  
 Chris M. Walsh

56

Page 1 of 2

E-mail Message

---

**From:** Gareth Ward [SMTP:gareth.ward@nsw.liberal.org.au]  
**To:** Council's Generic Mailbox [EX:/O=SHOALHAVEN CITY  
COUNCIL/OU=NOWRA/CN=RECIPIENTS/CN=COUNCIL]  
**Cc:**  
**Sent:** 28/02/2011 at 10:24 PM  
**Received:** 28/02/2011 at 10:24 PM  
**Subject:** FW: North Nowra Link Road

---

Records - please register

Gareth Ward  
Liberal for Kiama  
m: 0401 499 933  
w: HYPERLINK "http://www.garethward.net.au/"www.garethward.net.au  
p: Po Box 2055 Bomaderry NSW 2541

---

**From:** Roy Breyley [mailto:royalerb@virtualcity.com.au]  
**Sent:** Mon 28/02/2011 9:54 PM  
**To:** Gareth Ward  
**Subject:** Re: North Nowra Link Road

Gareth, Yes please, I really do think there has to be a better way than the Central Option

Roy

----- Original Message -----

**From:** HYPERLINK "mailto:gareth.ward@nsw.liberal.org.au"Gareth Ward  
**To:** HYPERLINK "mailto:royalerb@virtualcity.com.au"Roy Breyley  
**Sent:** Monday, February 28, 2011 9:11 PM  
**Subject:** RE: North Nowra Link Road

Hi Roy,  
Thanks for your feedback  
Would you like me to forward your comments to Council staff who are receiving the feedback of residents? They are currently preparing a report for the NSW Government on community feedback.  
Warm regards,

Gareth Ward  
Liberal for Kiama  
m: 0401 499 933  
w: HYPERLINK "http://www.garethward.net.au/"www.garethward.net.au  
p: Po Box 2055 Bomaderry NSW 2541

---

**From:** Roy Breyley [mailto:royalerb@virtualcity.com.au]  
**Sent:** Fri 25/02/2011 2:41 PM  
**To:** Gareth Ward  
**Subject:** North Nowra Link Road

Gareth Ward,

file://C:\Users\brighton\AppData\Local\TOWER Software\TRIM5\TEMP\CONTEXT 15/03/2011

Page 2 of 2

I have studied the three plans for the link road at the library. I received a letter from Matt Brown stating there are three suggested routes with him supporting the "Central Option". Gareth I did speak with you some time back about this link road while you were on Council. This Council has stubbornly thought only of the road going through opposite Pitt Street, even after failing to win an environment court decision some years back, & several costly surveys since to come up with only the Central Option. This has been strongly opposed by the North Nowra residents & here it is again. I must admit that during our phone conversation you did say another river crossing is the only true answer & I refer to that later in this letter.

Obviously the Southern Option is not viable.

I think the Northern Option should be looked at more closely with the road going along the northern edge of the Bomaderry Creek Regional Park boundary to meet with Narang Road near the tennis courts & then onto the round about on the Highway. This would not require a large bridge construction as in the Central Option & the road going through the Bomaderry Creek Regional Park. I realise there would have to still be a bridge over Bomaderry Creek, but not so large a construction & no damage to the Regional Park. So therefore I favour the Northern Option with modifications to Narang Road & I would believe that most of North Nowra residents would agree.

If we were to be really practical to overcome the traffic on the bridge over the Shoalhaven, we would have placed our money & efforts to a second crossing possibly near the Nowra hospital as we still have to get the same volume of traffic across the river in peak times on the same one bridge. Even with a link road, using any option, the people travelling Illaroo Road will still be delayed while the traffic flowed along the highway.

Look at the northern option again, only this time with an open mind, & you might just please most of the residents in North Nowra & Bomaderry.

Yours, Roy Breyley, (resident of North Nowra.)

Unencrypted electronic mail is not secure and may not be authentic. If you have any doubts as to the contents please telephone 02 8356 0300 to confirm. This electronic transmission is intended only for those to whom it is addressed. It may contain information that is confidential, privileged or exempt from disclosure by law. Any claim to privilege is not waived or lost by reason of mistaken transmission of this information. If you are not the intended recipient you must not distribute or copy this transmission and should please immediately notify the sender. Your costs for doing this will be reimbursed by the sender.

[https://mail.nsw.liberal.org.au/exchange/kiama/Drafts/FW:%20North%20Nowra%20Link%20Road EML/1\\_text.htm#](https://mail.nsw.liberal.org.au/exchange/kiama/Drafts/FW:%20North%20Nowra%20Link%20Road%20EML/1_text.htm#)

(57)

**Andrew Beattie - North Nowra Link Road MP07-0037**

---

**From:** "Lindsay & Judy Chambers" <landjchambers1@bigpond.com>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 15/03/2011 5:38 PM  
**Subject:** North Nowra Link Road MP07-0037

---

**Attention: Director, Infrastructure Projects****North Nowra Link Road - MP07- 0037**

I have been a resident of Bomaderry for over 15 years, and conduct business in North Nowra on almost a daily basis. This means that I am regularly caught up in the traffic congestion in the region of the Illaroo Road - Princes Highway intersection. Even when proceeding to or from Bomaderry north or south over the bridge, the congestion around this intersection in the mornings and afternnons cannot be avoided.

For most of the 15 years Nowra residents have been hearing about the proposed North Nowra Link Road, its various options and the obstacles which have constantly thwarted it's construction, none of which to my mind have been significantly valid as to outweigh the advantages of proceeding with the construction.

**I therefore wholeheartedly support Shoalhaven City Councils preferred Pitt Street-Narang Road option.**

My second preference would be the West Cambewarra Road option, which would probably be cheaper to construct but is a less direct route for most people.

I do not favour the Illaroo Road - West Bunberra Street option as I think this would involve the destruction of too much currently undisturbed bushland.

But I really don't care much which option is finally chosen. **Lets just get something built PLEASE!!!!**

**Lindsay Chambers  
15 Emerald Drive  
Meroo Meadow**

**Andrew Beattie - Support for the North Nowra Link Road MP07-0037**

---

**From:** Toni Hodges <hodges.rt@gmail.com>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 15/03/2011 6:11 PM  
**Subject:** Support for the North Nowra Link Road MP07-0037

---

Attention: Director, Infrastructure Projects,

Richard and myself have bought a block of land in North Nowra just last month as we have always lived in Meroo Meadow and Bomaderry our whole life. However we have always been turned off from moving to North Nowra due to the lack of access via the roads. With the hope of the North Nowra Link Road MP07-0037 we exciting looked and found the perfect block and hope to start to build next week.

We support and wish for the link road to go ahead to support us buying and building more in North Nowra.

Thank you Toni and Richard Hodges.

--

Richard and Toni Hodges  
23 Emerald Dr Meroo Meadow  
NSW Australia 2540  
+61 244 486 163  
Richard - 0416186616  
Toni - 0411677899  
Email: [hodges.rt@gmail.com](mailto:hodges.rt@gmail.com)

59

**Andrew Beattie - North Nowra to Bomaderry Link Road**

---

**From:** "Liz Henigan and Alan Lawrence" <alanandliz@shoal.net.au>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 15/03/2011 10:06 PM  
**Subject:** North Nowra to Bomaderry Link Road

---

Dept Planning:

I am writing to express my dismay that the idea of putting a road through Bomaderry Creek Bushland is even being considered.

Apart from the environmental vandalism it involves, it will not improve the traffic as is being claimed. I work on the Princes Hwy in Bomaderry, and know that traffic in peak periods is often backed up well past the intersection where the new link road would join the Highway on either the central or southern options. The only way to improve this situation is to move it further north - to the proposed "Northern Option" which roughly follows West Cambewarra Rd. This would mean that north-bound traffic would not be cluttering and already congested area.

The AECOM report says that this option would be too expensive. But I know the terrain well, and it is clear to me that that costings that have been proposed are out of whack. The Central Option involves a steep (and environmentally precious) gorge and the negotiating of major power lines and water pipes. The comparative cost of the Northern Option would be much less, as the creek area at that point is much less steep.

I am also concerned about the belief that Indigenous sites which will be damaged are of little significance. I understand that the area has a great cultural and spiritual significance to Indigenous people, and that further sites will be discovered as time goes on. A number of Indigenous people have discussed the value of this Land with me, and I believe it would be incredibly culturally insensitive for the Central Option in particular to be built.

It would be criminal for any road to be built through this area with so little benefit, when an easier (Northern) option can be built with the same (maybe more) traffic benefit and without the environmental destruction.

Liz Henigan  
10 Sabal Close  
Berry 2535  
44642716

60

**From:** Lauren <laurentilbury@ymail.com>  
**To:** "plan\_comment@planning.nsw.gov.au" <plan\_comment@planning.nsw.gov.au>  
**Date:** 16/03/2011 10:29 am  
**Subject:** North nowra link road

Dear director of major projects.

Hi there, i am writing as a concerned resident of the north nowra link road. I have lived here since 1984 and have enjoyed bomaderry creek all of those years. My children are now enjoying the beauty and the important habitat for the gorgeous animals and plants that live there. I am not only standing up for our children, i am standing up for the plants and animals that live in this beautiful area. A road through the middle of bomaderry creek would absolutely destroy the aura of the whole place, which i'm sure anyone who sits there would notice. There is NO need to put a road here when there is a very good alternative which is actually better. It is the northern traffic that needs an alternative road, future development areas are close to this alternative and even i would use this alternative as i venture north often and i would also use it as an exit road as i have been one of those that has been held up for hours on Illaroo road. The alternative route that i suggest is the WEST CAMBEWARRA ROAD option.rkq y

**From:** Lauren <laurentilbury@gmail.com>  
**To:** "plan\_comment@planning.nsw.gov.au" <plan\_comment@planning.nsw.gov.au>  
**Date:** 16/03/2011 10:56 am  
**Subject:** Re: North nowra link road

Hi there, i'm afraid i had an accident whilst writing my comments on the north nowra link road and i did not finish my text.

The option i suggested was the west cambewarra rd option. I know that the locals have been aware of a possible rd in the bushland opposite for years, many of them having sold up and left. If one of the reasons for NOT using this options is the residents, they have known about this for years.

The pitt st preferred route is right next to pitt st kindy and there is a school located in nearby page st, more traffic here would be detrimental to the children going to and from school/kindy either by car or walking. The pitt st route would also be detrimental to the precious wildlife, cutting THEIR habitat in two would increase roadkill alot thereby increasing those species decline.

Getting back to west cambewarra rd, in the future there would be room to expand if this option was taken.

I feel bomaderry creek is such a gem that if council was smart, they could market it as a tourist attraction in the future for all our next generation to enjoy. If we leave it alone, it will have no trouble looking after itself for many years to come.

I hope that you are understanding and can join both this email and my last one about ten minutes ago as i am new with my iphone and unfortunately the last email was sent before i could finish it.

My name is lauren tilbury from 100 pitt st, north nowra, 2541. I stand up for the flora and fauna of bomaderry creek and the safety of our future generations who will be running this country for us one day. Thankyou for taking the time to read my submission, kind regards from lauren

On Mar 16, 2011, at 10:29 AM, "plan\_comment plan\_comment"  
<plan\_comment@planning.nsw.gov.au> wrote:

> Thank you for your submission, it has been forwarded to the relevant planner.

>

> Regards,

>

> Information Officer

> Information Centre

> Department of Planning

> 23-33 Bridge Street Sydney

> GPO Box 39 Sydney NSW 2001

> T 02 9228 6333

> F 02 9228 6555

> E information@planning.nsw.gov.au

>

> This e-mail is confidential and may be privileged. If you are not the intended recipient, you must not use or disclose this information. If you have received this e-mail in error, please delete it and advise me immediately.

> E-mails may contain computer viruses, may be interfered with or may have other defects. They may not be successfully replicated on other computer systems. This e-mail may be subject to copyright. If it is, the written consent of the copyright owner must be obtained before any part of it is reproduced, adapted or communicated.

>>>> laurentilbury 03/16/11 10:28 >>>

>

> Dear director of major projects.

>

> Hi there, i am writing as a concerned resident of the north nowra link road. I have lived here since 1984 and have

> enjoyed bomaderry creek all of those years. My children are now enjoying the beauty and the important habitat for the gorgeous animals and plants that live there.

> I am not only standing up for our children, i am standing up for the plants and animals that live in this beautiful area. A road through the middle of bomaderry creek would absolutely destroy the aura of the whole place, which i'm sure anyone who sits there would notice. There is NO need to put a road here

when there is a very good alternative which is actually better. It is the northern traffic that needs an alternative road, future development areas are close to this alternative and even i would use this alternative as i venture north often and i would also use it as an exit road as i have been one of those that has been held up for hours on Illaroo road.

> The alternative route that i suggest is the WEST CAMBEWARRA ROAD option.rkq y

>

>

>

> -----

> This message is intended for the addressee named and may contain confidential/privileged information. If you are not the intended recipient, please delete it and notify the sender.

> Views expressed in this message are those of the individual sender, and are not necessarily the views of the Department.

> You should scan any attached files for viruses.

> -----

>

61

## Andrew Beattie - Online Submission from Caroline Corrigan ()

---

**From:** Caroline Corrigan <caroline.corrigan@ozemail.com.au>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 16/03/2011 2:11 PM  
**Subject:** Online Submission from Caroline Corrigan ()  
**CC:** <assessments@planning.nsw.gov.au>  
**Attachments:** Submission North Nowra Link Road.pdf

---

---

---

Please refer to attached pdf document for objections to Central and Southern options for North Nowra Link Road.

Name: Caroline Corrigan

Address:  
32 Plantation Point Parade  
Vincentia NSW 2540

IP Address: 124-169-132-63.dyn.iinet.net.au - 124.169.132.63

Submission for Job: #134 Concept Plan Application  
[https://majorprojects.onhiive.com/index.pl?action=view\\_job&id=134](https://majorprojects.onhiive.com/index.pl?action=view_job&id=134)

Site: #121 North Nowra Link Road  
[https://majorprojects.onhiive.com/index.pl?action=view\\_site&id=121](https://majorprojects.onhiive.com/index.pl?action=view_site&id=121)

-----  
**Andrew Beattie**

P: 02 9228 6384  
E: [andrew.beattie@planning.nsw.gov.au](mailto:andrew.beattie@planning.nsw.gov.au)  
-----

---

Powered by Internetrix Affinity

**Submission concerning the North Nowra Link Road,  
Shoalhaven City Council area**

To the Director Infrastructure Projects, Department of Planning, NSW,

I agree with the need to build a North Nowra Link Road and suggest that the road built is the Northern Route (West Cambewarra Road).

I have strong objections to the Southern Option (Illaroo Road to West Bunberra Street) due to the negative impact on remaining bushland surrounding Bomaderry Creek and the potential cost of this project at a wide point in the creek.

I have strong objections to the Central Option (Pitt Street to Narang Road) because it cuts through a large track of the Bomaderry Creek Regional Park and divides the park. The Bomaderry Creek Regional Park is a beautiful bush area, frequently used by the community for recreation and should be protected for this use. It is also a large habitat for native and rare fauna and should be protected for this purpose. The movement of animals across the park would be significantly impeded by a road. It is also the habitat of native and rare flora and should also be protected for this reason. It is vital for the Shoalhaven community that this beautiful regional park should be protected from the building of a road and bridge through it when there is another option.

A second objection to the Central Option (Pitt Street to Narang Road) is that the costing for the bridge across Bomaderry Creek is only preliminary and seems to be significantly underestimated. The extensive spans required for this wide point in the river (compared to the northern West Cambewarra Road option) and the difficulty of access to the river from surrounding cliffs suggest a far greater cost for this bridge project than for the northern West Cambewarra Road option.

A third objection to the Central Option (Pitt Street to Narang Road) is my concern about the underlying reason why some counsellors of Shoalhaven City Council would risk the welfare and function of the Bomaderry Creek Regional Park when there is a viable alternative route through farming land along an existing road. It seems there is land in the West Cambewarra Road area that the Council would like to develop which would be reduced in size by the building of a northern link road option. This near-sighted, money-grabbing approach is not in the long term interests of the Shoalhaven community. With the building of the central option link road and a larger urban development, we would lose part of our Bomaderry Creek Regional Park and we would gain more urban development and more traffic in the North Nowra area.

A fourth objection to the Central Option (Pitt Street to Narang Road) is the impact the road would have on a site of Aboriginal interest. A report written for National Parks by Terry Barratt details some of the significance of the site and would be worthy of further consideration.

My preference for a North Nowra Link Road is the Northern Route (West Cambewarra Road) due to its lesser impact on the Bomaderry Creek Regional Park since it would be predominantly built on farm land.

Some Shoalhaven City Counsellors are suggesting that people would not use a West Cambewarra Road link. If that was the case then they should not be investigating the building of a Link Road at all! I would most certainly use a North Nowra Link Road that was built alongside the existing West Cambewarra Road.

I have no confidence in the majority of counsellors on the Shoalhaven City Council to promote the desire of the local community to maintain the integrity of the Bomaderry Creek Regional Park. This native bush park is of significant long-term value to the Shoalhaven community. It is for this reason that I ask the State Government to intervene and decide upon the Northern Route (West Cambewarra Road) option for the North Nowra Link Road.

I have little confidence in the majority of counsellors on the Shoalhaven City Council to solve the problem of traffic flows in the North Nowra area impartially. It is for this reason that I ask the State Government to intervene and assist the Shoalhaven City Council with traffic flow issues in North Nowra.

Yours sincerely,

Caroline Corrigan  
32 Plantation Point Parade  
Vincentia NSW 2540  
4441 5152

16 March 2011

**Andrew Beattie - Online Submission from Rebecca Johnston (support)** (62)

---

**From:** Rebecca Johnston <becka01@gmail.com>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 16/03/2011 2:43 PM  
**Subject:** Online Submission from Rebecca Johnston (support)  
**CC:** <assessments@planning.nsw.gov.au>

---

---

---

I am in strong support of option 1

Name: Rebecca Johnston

Address:  
2261 Illaroo Road North Nowra

IP Address: cpe-121-217-5-123.lnse1.cht.bigpond.net.au - 121.217.5.123

Submission for Job: #134 Concept Plan Application  
[https://majorprojects.onhiive.com/index.pl?action=view\\_job&id=134](https://majorprojects.onhiive.com/index.pl?action=view_job&id=134)

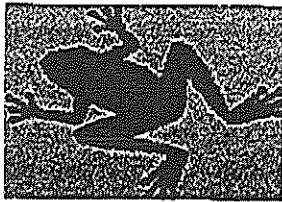
Site: #121 North Nowra Link Road  
[https://majorprojects.onhiive.com/index.pl?action=view\\_site&id=121](https://majorprojects.onhiive.com/index.pl?action=view_site&id=121)

-----  
**Andrew Beattie**

P: 02 9228 6384  
E: [andrew.beattie@planning.nsw.gov.au](mailto:andrew.beattie@planning.nsw.gov.au)  
-----

---

Powered by Internetix Affinity



## **BOMADERRY CREEK LANDCARE**

### **NORTH NOWRA TO BOMADERRY LINK ROAD**

#### **GUIDED WALKS**

Bomaderry Creek Landcare invites you on a short guided walk in the beautiful bushland of Bomaderry Creek to enjoy the scenery and consider the impacts of a road through the middle of this spectacular sandstone gorge.

There are three proposals: Two through the centre of the bushland and one around its perimeter (the West Cambewarra Road option).

We don't think the best solution to current and future traffic congestion north of the river is a road through the centre of this environmental treasure, which is home to many threatened plants and animals.

#### **But what do you think?**

Join us on a short walk and decide for yourself - a 2 hour loop walk with diversion to inspect the endangered Bomaderry Zieria.

**WHEN:** Saturday 12 March and Sunday 13 March

**TIME:** 10:00 AM and 3:00 PM each day

**WHERE:** Meet at the entrance to Bomaderry Creek Regional Park, Nerang Road, Bomaderry (opposite tennis courts)

---

#### **You can have your say by**

**Writing:** Dept of Planning, Director Infrastructure Projects, P.O Box 39, Sydney NSW 2001

**Faxing:** (02) 9228 6355

**Emailing:** [plan\\_comment@planning.nsw.gov.au](mailto:plan_comment@planning.nsw.gov.au)

**Or:** send your response from the webpage by using this link:

[http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=134](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=134)

If you find the documents complex and confusing (you will find them via the above link or at Council or the library) call or email Terry Barratt (4422 1211, [terrybar@sctelco.net.au](mailto:terrybar@sctelco.net.au)) and he will send you summary notes to help you. Due date is 18 March 2011 so don't delay.

**All welcome come along and enjoy a walk in this beautiful bushland**

63

16-3-11

I Peter Owen resident of Bomaderry fully support the alternative West Cambewarra link road. This route will maintain the integrity of the existing bushland and be of much more practical benefit to the community as it will give better access to the north, south, east and west approaches and departures

I as well as numerous others are concerned that if a road goes through the centre of the park it will open up the area for residential development In my opinion the real goal of the proposed central link road.

Once this beautiful bushland is gone it's gone forever a wasted asset sacrificed for short term gain.

Pete Owen

(64)

**FAX - 9228 6355**

**TO: SHOALHAVEN CITY COUNCIL**  
**Attention: Director, Infrastructure Projects**

**FROM: Arnold and Jean Ellis**  
**21 Jasmine Drive, Bomaderry**

**SUBJECT: North Nowra Link Road - MP07-0037**

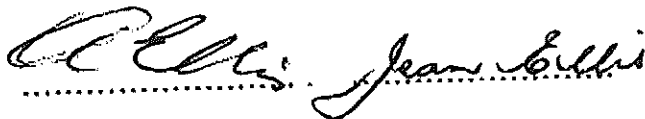
**DATE: 18 March 2011**

.....  
We wish to record our full support to Council's proposal to build the long awaited Link Road from Bomaderry to North Nowra using the preferred route, ie, the Pitt Street - Narang Road Option.

This road has been seriously needed for many years because of the build up of traffic in Illaroo Road, especially before long weekends, and because of the increased number of residents in both the North Nowra and Bomaderry residential areas.

For us to visit the North Nowra shops, it means a lengthy drive down the highway to the Illaroo Road intersection, then a similar drive up Illaroo Road to the shopping centre.

To us, the Narang Road option is the most direct and logical route.



Arnold Ellis

Jean Ellis

Attention - Director. Major Projects  
Assessment Department  
of Planning.

NORTH NOWRA LINK ROAD

I strongly support the Central Option for the North Nowra Link Road

I also strongly urge all relevant Government Departments to recognize only the submission and responses from residents that reside in the said area or will be directly affected by the Link Road.

IT HAS VERY LITTLE TO DO WITH OTHER FOLK LIVING OUT OF THIS AREA.

I SUPPORT OPTION ONE - THE CENTRAL OPTION FOR THE FOLLOWING REASONS-

- It has the least impact on residents for noise and air pollution
- Southbound traffic from Option 1 assimilates with the Princes Highway 2kms north of the Shoalhaven River Bridge giving it time to achieve a smoother run onto the bridge.
- Option 1 has the least travel distance
- Provides an opportunity to improve the picnic area ground accessed from Narang Road which should help to reduce anti-social behavior that has plagued this area for many years.
- According to government documentation it has the least impact on Aboriginal cultural heritage and is supported by the Aboriginal community
- The majority of the proposed road uses an existing permanently cleared maintenance trail for the major infrastructure services (power and water supply) and a large part of this land is devoid of vegetation.

I

I strongly urge all the government departments that are involved in the North Norwa Link Road to proceed without any further delay as the local residents effected by this Link road are being help to ransom.

L.C. Whitbread

L.C. Whitbread . S.R.N.  
WHITBREAD.

West Cambewarra Road

North Nowra

## Andrew Beattie - Online Submission from Scott Wells of N/A (support)

---

66

**From:** Scott Wells <etchellsa@yahoo.com.au>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 16/03/2011 4:35 PM  
**Subject:** Online Submission from Scott Wells of N/A (support)  
**CC:** <assessments@planning.nsw.gov.au>  
**Attachments:** Final Submission to DoP re NNLR - S Wells 160311.pdf

---

---

---

I strongly support the link road

I strongly support the central option

I strongly object to the northern option

Refer attached for detailed submission

Name: Scott Wells  
Organisation: N/A

Address:  
2 B Cedar Ridge Road  
KIAMA  
NSW 2533

IP Address: mx1.shoalhaven.nsw.gov.au - 203.30.193.8

Submission for Job: #134 Concept Plan Application  
[https://majorprojects.onhiive.com/index.pl?action=view\\_job&id=134](https://majorprojects.onhiive.com/index.pl?action=view_job&id=134)

Site: #121 North Nowra Link Road  
[https://majorprojects.onhiive.com/index.pl?action=view\\_site&id=121](https://majorprojects.onhiive.com/index.pl?action=view_site&id=121)

-----  
**Andrew Beattie**

P: 02 9228 6384  
E: [andrew.beattie@planning.nsw.gov.au](mailto:andrew.beattie@planning.nsw.gov.au)  
-----

---

Powered by Internetix Affinity

The Director General  
Department of Planning  
GPO Box 39  
Sydney NSW 2001

16 March 2011

**Attention: Mr Andrew Beattie**

Dear Mr Beattie

**Reference Number 07\_0037: North Nowra Link Road – Letter supporting the Central Route - Pitt Street to Narang Road**

I totally support the Central Route and strongly oppose the Northern Route and provide my detailed reasons for expressing my opinion.

I am preparing this submission as a former resident of North Nowra and Bomaderry. Traffic was one of the main reasons I decided to leave North Nowra. I currently reside in Kiama but work in Nowra so travel up and down the Highway through Bomaderry every day and will be impacted by any decision whether it be to proceed with the link road or not. I have followed the development of the link road project for some 16 years (when I started working in Nowra) and am extremely passionate about the issue.

The original determination by Justice Stein the land and environment court appeal stated that he was satisfied there was a need for a link road between North Nowra and Bomaderry but was not satisfied that sufficient work had been undertaken by Council in regards to alternative options to enable a decision to be made in regards to the central route (Pitt Street to Narang Road). Some 15 years on and as traffic volumes have grown from some 12,000 vehicles per day to 18,000 vehicles per day in that time on Illaroo Road community angst has also increased in proportion with increased traffic and queuing, and the feeling is still the same in the community – that the need for alternative access to North Nowra is a “no brainer”, the real argument is the route for the road.

I have now read all of the available studies you have made available which are very comprehensive. To me the facts and outcomes of the studies are clear and logical. I wanted to make this submission to ensure the Department of Planning (DoP) consider the facts and not be persuaded by what would appear to be a swelling of opinions in favour of West Cambewarra Road route by environmental groups and other residents **who have clearly ignored or not read the facts.**

The studies demonstrate that the performance and utilisation of the link road is absolutely dependent on the route. The studies make it perfectly clear that the further north the road, the less traffic will use it, therefore declining benefits, less potential to fix the current problems, and less capacity to absorb future growth. In particular the study makes it clear that the West Cambewarra Road route is not viable (will not attract enough traffic and will have detrimental impact on the Highway, Moss Vale, and Cambewarra Road), meaning if it were determined by the DoP to be the link road route there is a good chance it will never be built by Council. I want the DoP to appreciate that issue, if the link road is not built this has consequences for safety and efficiency along Illaroo Road and directly impacts future development potential north of the river (development potential already adopted as part of the Nowra Bomaderry Structure Plan).

It would certainly appear to me that that environmental groups have the blinkers on with regards to West Cambewarra Road. The facts have now been clearly established by independent consultants that West Cambewarra Road is not a viable option in traffic/transport terms. The studies clearly indicate that both the Central and southern Options deliver the best overall network improvements and for all intents and purposes are directly comparable when considering all parameters not just traffic. The northern option has been demonstrated in the studies to be a poor performer when considering all parameters including the project objectives particularly when compared to the Central and Southern options. The Northern Option is the least beneficial route option, ranking worst in 6 out of the 7 parameters, and ranking worst in all of the traffic network parameters investigated. As a

passionate and frequent bushwalker and wilderness trekker, I am just as concerned for the environment as anybody but I am stating in the strongest possible terms to the DoP that these facts can't be ignored. Nobody wants to see public funds wasted on a road that won't resolve the traffic issues on Illaroo Road.

The studies clearly identify that the West Cambewarra Road route is too far north to attract a significant shift of traffic from Illaroo Road (meaning that \$15M could be spent and Illaroo Road will be left with the same unacceptable traffic congestion and poor levels of safety and environmental conditions), it is extremely important to note that the northern route will destroy more bushland than the other more southern options because the road simply can't be built along the existing West Cambewarra Road (it will need to be built parallel to the south of West Cambewarra Road into bushland as identified in the studies resulting in substantial vegetation loss far exceeding that of either the Central or southern routes), the northern route has higher capital and ongoing maintenance and transport costs (and increased VKT and pollution), will result in need for a significant upgrade to the intersection of Princes Highway / Cambewarra Road which studies has shown cannot accommodate the increased traffic movements at that location, the northern route will increase traffic along Cambewarra Road past the Bomaderry public school and Bomaderry High School, and is not in location that could allow the project to add value to the Bomaderry Creek Reserve which currently suffers from anti social behaviour, vandalism, and lack of investment in facilities.

To the contrary the more southern options result in the greatest shift in traffic from Illaroo Road (the primary objective of the new link to improve traffic conditions on Illaroo Road and remove traffic from the Princes Highway at the northern end of the Shoalhaven river), can be accommodated on the Princes Highway without adverse impacts (noting that Princes Highway / Narang Road intersection. This roundabout has the greatest available spare capacity of all options and was constructed to accommodate the link road), the Central Route has substantially less capital and ongoing maintenance and transport costs (and less VKT and pollution), the Central route has the least impact on existing Bomaderry roads as it does not directly connect to an existing collector road (thereby allowing considerable community benefit from the link road without unreasonable direct impacts on residents along the existing collector roads in Bomaderry).

The Central route is in a location that would result in the least direct impacts on bushland (because the corridor is already substantially cleared) and the project could add positive benefits to the Bomaderry Creek Reserve because of its location immediately to the north of the northern track head, that is if conditions of consent were imposed that would require improved parking facilities, improved picnic grounds and amenities, viewing platforms on both sides of the new bridge with educational displays, improved access to the walking tracks from the new bridge and adjacent picnic grounds with additional educational displays, to be provided as part of the project.

I consider that the increased exposure to the Regional Park as consequence of only the Central Route would reduce anti social behaviour, vandalism and increase public use of the Regional Park by improved access to the main track head. There is a real opportunity with the Central route to deliver a magnificent community project that not just provides the greatest transport outcomes of the available options, but also constructed in a way to minimize the direct impact on environment, and with design objectives to improve transport and walking access to the Regional Park walking tracks. I am just as passionate about the Regional Park but I don't want to see public funds wasted on a road that does not fix the traffic problems (like West Cambewarra Road) and I want the public and DoP to see that the Central Route could substantially improve the park with improved access and improved facilities to add substantial value to the project.

With this in mind I want the DoP to see that the Central option is not just a traffic solution, and this potential to incorporate improvement to the park does not exist with the southern or northern options. It is likely that if the southern or northern options were adopted, the access to Bomaderry Creek walking track at Narang Road will remain an anti-social haven and accordingly remain under-utilised and in its current dilapidated state which is extremely sad for such a magnificent community asset.

I understand that the independent studies have identified that there would be benefits to the Princes Highway from construction of a new link road in isolation but that the benefits will be constrained due to the limited capacity of the Highway. Clearly the transport study identifies that a link road is viable in its own right and improves capacity of the intersection Princes Highway/Illaroo Road by removing up

to 30% of traffic from Illaroo Road, however that the benefit cost ratios could double with improvements to Highway capacity.

This is no reason to defer the link road or place unreasonable conditions on Council in regards to Highway improvements. To the contrary there is more reason to sound the alarm bells for the Government to get on with the job of upgrading the Highway to compliment the link road. The link road project is an important element of the overall infrastructure improvements required to support the Nowra Bomaderry Structure Plan to improve current network performance but importantly also cater for future growth. Council is responsible for local roads and the State Government is responsible for the Highway. This project should go ahead ASAP and when constructed will add considerable additional network wide benefits when the government eventually get on with the job of upgrading the Shoalhaven River bridges. I understand there is no other road in the State outside of Sydney Metropolitan area (other than freeways) that have more traffic than the Shoalhaven River bridges and no other road with comparable or greater volumes is affected by such severe levels of seasonal fluctuation as is concentrated across this river crossing. Yet there is no commitment to its upgrade.

I understand the RTA is continuing their investigations into options for replacement or relocation of the existing southbound bridge however the investigations are driven by the condition of the existing southbound bridge and associated increased maintenance costs, ie the investigation actions are reactive, not proactive measures to address the capacity constraints. The Council has budgeted for a link road and can provide it. Allow Council to do its part and build the new road, don't allow the local community to drown in traffic congestion by failure of the Government to maintain and upgrade its own infrastructure. When the RTA eventually get around to it - the studies clearly identify substantial additional benefits network wide by having the link road, with studies showing greatest benefits to be possible with the Central link road route.

Please also don't ignore the very significant offer by Council to transfer Council owned land to be added to the Regional Park to ensure on going environmental and social benefits to the community, in the order of up to 50Ha in return for the Central Option. Considering that the Council land is either side of the pristine Bomaderry Creek and contains valuable ecology, even the environmental groups must consider that this would be a very significant and valuable addition to the park.

Please also don't ignore the very important role the link road has in the context of the Nowra Bomaderry Structure Plan, in particular the study findings that in the long term with full impacts of all development envisaged in the Structure Plan, the link road is just one of numerous important element of the overall infrastructure improvements required, in addition to the North Nowra Bomaderry Link road (NNLR); access from the Western Bypass to/from North Nowra, an interchange at Moss Vale Road, and the planned Moss Vale Road to Illaroo Road link (as part of the northern release areas).

The studies show that all of those road projects will be required in addition to the NNLR if to contain traffic volumes on Illaroo Road to present day levels, however it is very significant that the traffic modelling studies as detailed in Appendix E have shown that this would only be achievable with the Southern and Central link road routes; that is the Northern route (West Cambewarra Road) does not satisfy the primary objective of the project that is to optimise the reduction of traffic on Illaroo Road and the amount of traffic that will use the new link road. I can only assume this will mean that if Council did not obtain approval for the link road (Central or southern Option) that it will most likely not proceed with a link road because the studies make it clear the northern route is not viable and will not address the problems on Illaroo Road, and this will directly impact the viability of land development north of the river (already approved with the Structure Plan) and will also mean the North Nowra community will have to continue to put up with the appalling Illaroo Road traffic conditions and the associated poor levels of efficiency and environmental conditions and adverse safety consequences.

The DoP has already adopted the Nowra Bomaderry Structure Plan including the NNLR as vital element of that plan. It is important that consistent with the Structure Plan a link road is provided that serves its purpose in the plan (to alleviate current conditions and provide capacity to accommodate future growth envisaged in the plan). Please don't ignore the facts from the studies you have made available at Appendix E that a northern option adjacent **West Cambewarra Road is clearly not**

viable, will destroy more bushland, and will have adverse impacts on the Highway and local roads in Bomaderry and North Nowra.

The issues for assessment are complex, but the facts in the studies you have made available clearly point towards a Central Route as being the most appropriate solution when considering a broad range of criteria, not just traffic, not just environmental. Please consider these facts, please also carefully consider the adverse impacts of the other options, in particular the northern option which is very clear in the studies that this would be the poorest performing option on just about all criteria, will not address the traffic issues on Illaroo Road, cannot be accommodated on the Highway without substantial upgrade, and will have the greatest impact on the Regional Park in terms of direct impact on bushland.

When common sense prevails and the Central Route is approved largely through the existing cleared corridor and connecting to the Highway without any Highway upgrade requirement, please also consider conditions of consent that add considerable value to the project and the Regional Park such as improved parking facilities, improved picnic grounds and amenities, viewing platforms preferably on both sides of the new bridge with interpretive heritage and ecological educational displays, improved access to the walking tracks from the new bridge and adjacent picnic grounds with additional educational displays, to be provided as part of the project to improve and increase usage of the Park and make the community proud of the magnificent Park that it is. This is a wonderful opportunity to add value and make this more than a traffic project but this would only be possible with the Central Route approval.

Yours

Scott Wells

On behalf of Scott & Amy Wells

2 B Cedar Ridge Road

KIAMA

NSW 2533

Contact Ph: 02.42321115

## Andrew Beattie - Online Submission from Amy Wells of N/A (support)

---

(67)

**From:** Amy Wells <amy.wells@dhs.nsw.gov.au>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 16/03/2011 4:45 PM  
**Subject:** Online Submission from Amy Wells of N/A (support)  
**CC:** <assessments@planning.nsw.gov.au>  
**Attachments:** Final Submission to DoP re NNLR - A Wells 160311.pdf

---

I support the link road, but strongly object to the northern option. I strongly support the Central option. Refer detailed submission attached.

Name: Amy Wells  
Organisation: N/A

Address:  
2B Cedar Ridge Road  
KIAMA NSW 2533

IP Address: mx1.shoalhaven.nsw.gov.au - 203.30.193.8

Submission for Job: #134 Concept Plan Application  
[https://majorprojects.onhiive.com/index.pl?action=view\\_job&id=134](https://majorprojects.onhiive.com/index.pl?action=view_job&id=134)

Site: #121 North Nowra Link Road  
[https://majorprojects.onhiive.com/index.pl?action=view\\_site&id=121](https://majorprojects.onhiive.com/index.pl?action=view_site&id=121)

-----  
**Andrew Beattie**

P: 02 9228 6384  
E: [andrew.beattie@planning.nsw.gov.au](mailto:andrew.beattie@planning.nsw.gov.au)  
-----

---

Powered by [Internetrix Affinity](#)

The Director General  
Department of Planning  
GPO Box 39  
Sydney NSW 2001

16 March 2011

**Attention: Mr Andrew Beattie**

Dear Mr Beattie

**Reference Number 07\_0037: North Nowra Link Road – Letter supporting the Central Route -  
Pitt Street to Narang Road**

I totally support the Central Route and strongly oppose the Northern Route and provide my detailed reasons for expressing my opinion.

I am preparing this submission as a former resident of North Nowra and Cambewarra. I certainly don't miss the traffic congestion on Illaroo Road. I currently reside in Kiama but work in Nowra so travel up and down the Highway through Bomaderry every day and will be impacted by any decision whether it be to proceed with the link road or not.

The original determination by Justice Stein the land and environment court appeal stated that he was satisfied there was a need for a link road between North Nowra and Bomaderry but was not satisfied that sufficient work had been undertaken by Council in regards to alternative options to enable a decision to be made in regards to the central route (Pitt Street to Narang Road). Some 15 years on and as traffic volumes have grown from some 12,000 vehicles per day to 18,000 vehicles per day in that time on Illaroo Road community angst has also increased in proportion with increased traffic and queuing, and the feeling is still the same in the community – that the need for alternative access to North Nowra is a "no brainer", the real argument is the route for the road.

I have now read all of the available studies you have made available which are very comprehensive. To me the facts and outcomes of the studies are clear and logical. I wanted to make this submission to ensure the Department of Planning (DoP) consider the facts and not be persuaded by what would appear to be a swelling of opinions in favour of West Cambewarra Road route by environmental groups and other residents **who have clearly ignored or not read the facts.**

The studies demonstrate that the performance and utilisation of the link road is absolutely dependent on the route. The studies make it perfectly clear that the further north the road, the less traffic will use it, therefore declining benefits, less potential to fix the current problems, and less capacity to absorb future growth. In particular the study makes it clear that the West Cambewarra Road route is not viable (will not attract enough traffic and will have detrimental impact on the Highway, Moss Vale, and Cambewarra Road), meaning if it were determined by the DoP to be the link road route there is a good chance it will never be built by Council. I want the DoP to appreciate that issue, if the link road is not built this has consequences for safety and efficiency along Illaroo Road and directly impacts future development potential north of the river (development potential already adopted as part of the Nowra Bomaderry Structure Plan).

It would certainly appear to me that that environmental groups have the blinkers on with regards to West Cambewarra Road. The facts have now been clearly established by independent consultants that West Cambewarra Road is not a viable option in traffic/transport terms. The studies clearly indicate that both the Central and southern Options deliver the best overall network improvements and for all intents and purposes are directly comparable when considering all parameters not just traffic. The northern option has been demonstrated in the studies to be a poor performer when considering all parameters including the project objectives particularly when compared to the Central and Southern options. The Northern Option is the least beneficial route option, ranking worst in 6 out of the 7 parameters, and ranking worst in all of the traffic network parameters investigated. As a passionate and frequent bushwalker and wilderness trekker, I am just as concerned for the environment as anybody but I am stating in the strongest possible terms to the DoP that these facts

can't be ignored. Nobody wants to see public funds wasted on a road that won't resolve the traffic issues on Illaroo Road.

The studies clearly identify that the West Cambewarra Road route is too far north to attract a significant shift of traffic from Illaroo Road (meaning that \$15M could be spent and Illaroo Road will be left with the same unacceptable traffic congestion and poor levels of safety and environmental conditions), it is extremely important to note that the northern route will destroy more bushland than the other more southern options because the road simply can't be built along the existing West Cambewarra Road (it will need to be built parallel to the south of West Cambewarra Road into bushland as identified in the studies resulting in substantial vegetation loss far exceeding that of either the Central or southern routes), the northern route has higher capital and ongoing maintenance and transport costs (and increased VKT and pollution), will result in need for a significant upgrade to the intersection of Princes Highway / Cambewarra Road which studies has shown cannot accommodate the increased traffic movements at that location, the northern route will increase traffic along Cambewarra Road past the Bomaderry public school and Bomaderry High School, and is not in a location that could allow the project to add value to the Bomaderry Creek Reserve which currently suffers from anti social behaviour, vandalism, and lack of investment in facilities.

To the contrary the more southern options result in the greatest shift in traffic from Illaroo Road (the primary objective of the new link to improve traffic conditions on Illaroo Road and remove traffic from the Princes Highway at the northern end of the Shoalhaven river), can be accommodated on the Princes Highway without adverse impacts (noting that Princes Highway / Narang Road intersection. This roundabout has the greatest available spare capacity of all options and was constructed to accommodate the link road), the Central Route has substantially less capital and ongoing maintenance and transport costs (and less VKT and pollution), the Central route has the least impact on existing Bomaderry roads as it does not directly connect to an existing collector road (thereby allowing considerable community benefit from the link road without unreasonable direct impacts on residents along the existing collector roads in Bomaderry).

The Central route is in a location that would result in the least direct impacts on bushland (because the corridor is already substantially cleared) and the project could add positive benefits to the Bomaderry Creek Reserve because of its location immediately to the north of the northern track head, that is if conditions of consent were imposed that would require improved parking facilities, improved picnic grounds and amenities, viewing platforms on both sides of the new bridge with educational displays, improved access to the walking tracks from the new bridge and adjacent picnic grounds with additional educational displays, to be provided as part of the project.

I consider that the increased exposure to the Regional Park as consequence of only the Central Route would reduce anti social behaviour, vandalism and increase public use of the Regional Park by improved access to the main track head. There is a real opportunity with the Central route to deliver a magnificent community project that not just provides the greatest transport outcomes of the available options, but also constructed in a way to minimize the direct impact on environment, and with design objectives to improve transport and walking access to the Regional Park walking tracks. I am just as passionate about the Regional Park but I don't want to see public funds wasted on a road that does not fix the traffic problems (like West Cambewarra Road) and I want the public and DoP to see that the Central Route could substantially improve the park with improved access and improved facilities to add substantial value to the project.

With this in mind I want the DoP to see that the Central option is not just a traffic solution, and this potential to incorporate improvement to the park does not exist with the southern or northern options. It is likely that if the southern or northern options were adopted, the access to Bomaderry Creek walking track at Narang Road will remain an anti-social haven and accordingly remain under-utilised and in its current dilapidated state which is extremely sad for such a magnificent community asset.

I understand that the independent studies have identified that there would be benefits to the Princes Highway from construction of a new link road in isolation but that the benefits will be constrained due to the limited capacity of the Highway. Clearly the transport study identifies that a link road is viable in its own right and improves capacity of the intersection Princes Highway/Illaroo Road by removing up to 30% of traffic from Illaroo Road, however that the benefit cost ratios could double with improvements to Highway capacity.

This is no reason to defer the link road or place unreasonable conditions on Council in regards to Highway improvements. To the contrary there is more reason to sound the alarm bells for the Government to get on with the job of upgrading the Highway to compliment the link road. The link road project is an important element of the overall infrastructure improvements required to support the Nowra Bomaderry Structure Plan to improve current network performance but importantly also cater for future growth. Council is responsible for local roads and the State Government is responsible for the Highway. This project should go ahead ASAP and when constructed will add considerable additional network wide benefits when the government eventually get on with the job of upgrading the Shoalhaven River bridges. I understand there is no other road in the State outside of Sydney Metropolitan area (other than freeways) that have more traffic than the Shoalhaven River bridges and no other road with comparable or greater volumes is affected by such severe levels of seasonal fluctuation as is concentrated across this river crossing. Yet there is no commitment to its upgrade.

I understand the RTA is continuing their investigations into options for replacement or relocation of the existing southbound bridge however the investigations are driven by the condition of the existing southbound bridge and associated increased maintenance costs, ie the investigation actions are reactive, not proactive measures to address the capacity constraints. The Council has budgeted for a link road and can provide it. Allow Council to do its part and build the new road, don't allow the local community to drown in traffic congestion by failure of the Government to maintain and upgrade its own infrastructure. When the RTA eventually get around to it - the studies clearly identify substantial additional benefits network wide by having the link road, with studies showing greatest benefits to be possible with the Central link road route.

Please also don't ignore the very significant offer by Council to transfer Council owned land to be added to the Regional Park to ensure on going environmental and social benefits to the community, in the order of up to 50Ha in return for the Central Option. Considering that the Council land is either side of the pristine Bomaderry Creek and contains valuable ecology, even the environmental groups must consider that this would be a very significant and valuable addition to the park.

Please also don't ignore the very important role the link road has in the context of the Nowra Bomaderry Structure Plan, in particular the study findings that in the long term with full impacts of all development envisaged in the Structure Plan, the link road is just one of numerous important element of the overall infrastructure improvements required, in addition to the North Nowra Bomaderry Link road (NNLR); access from the Western Bypass to/from North Nowra, an interchange at Moss Vale Road, and the planned Moss Vale Road to Illaroo Road link (as part of the northern release areas).

The studies show that all of those road projects will be required in addition to the NNLR if to contain traffic volumes on Illaroo Road to present day levels, however it is very significant that the traffic modelling studies as detailed in Appendix E have shown that this would only be achievable with the Southern and Central link road routes; that is the Northern route (West Cambewarra Road) does not satisfy the primary objective of the project that is to optimise the reduction of traffic on Illaroo Road and the amount of traffic that will use the new link road. I can only assume this will mean that if Council did not obtain approval for the link road (Central or southern Option) that it will most likely not proceed with a link road because the studies make it clear the northern route is not viable and will not address the problems on Illaroo Road, and this will directly impact the viability of land development north of the river (already approved with the Structure Plan) and will also mean the North Nowra community will have to continue to put up with the appalling Illaroo Road traffic conditions and the associated poor levels of efficiency and environmental conditions and adverse safety consequences.

The DoP has already adopted the Nowra Bomaderry Structure Plan including the NNLR as vital element of that plan. It is important that consistent with the Structure Plan a link road is provided that serves its purpose in the plan (to alleviate current conditions and provide capacity to accommodate future growth envisaged in the plan). Please don't ignore the facts from the studies you have made available at Appendix E that a northern option adjacent **West Cambewarra Road is clearly not**

viable, will destroy more bushland, and will have adverse impacts on the Highway and local roads in Bomaderry and North Nowra.

The issues for assessment are complex, but the facts in the studies you have made available clearly point towards a Central Route as being the most appropriate solution when considering a broad range of criteria, not just traffic, not just environmental. Please consider these facts, please also carefully consider the adverse impacts of the other options, in particular the northern option which is very clear in the studies that this would be the poorest performing option on just about all criteria, will not address the traffic issues on Illaroo Road, cannot be accommodated on the Highway without substantial upgrade, and will have the greatest impact on the Regional Park in terms of direct impact on bushland.

When common sense prevails and the Central Route is approved largely through the existing cleared corridor and connecting to the Highway without any Highway upgrade requirement, please also consider conditions of consent that add considerable value to the project and the Regional Park such as improved parking facilities, improved picnic grounds and amenities, viewing platforms preferably on both sides of the new bridge with interpretive heritage and ecological educational displays, improved access to the walking tracks from the new bridge and adjacent picnic grounds with additional educational displays, to be provided as part of the project to improve and increase usage of the Park and make the community proud of the magnificent Park that it is. This is a wonderful opportunity to add value and make this more than a traffic project but this would only be possible with the Central Route approval.

Yours

Amy Wells

On behalf of Scott & Amy Wells

2 B Cedar Ridge Road

KIAMA

NSW 2533

Contact Ph: 02.42321115

**Andrew Beattie - Online Submission from Eric Bruce Wright (support)**

---

(68)

**From:** Eric Bruce Wright <ebwright@tadaust.org.au>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 16/03/2011 5:16 PM  
**Subject:** Online Submission from Eric Bruce Wright (support)  
**CC:** <assessments@planning.nsw.gov.au>

---

As a resident of North Nowra, I regularly must access the town areas of Nowra and Bomaderry via the congested intersection (especially at peak traffic times) of Illaroo Road and the Princes Highway. I therefore strongly support the need for an additional North Nowra Link Road. Although I am now retired, I was employed as a Civil Engineer with Shoalhaven City Council from 1974 to 1995. I am fully conversant with the history of the North Nowra Link Road Proposal. Both in my working life with Shoalhaven City Council, as well as in retirement, I have walked regularly over the area where the three options for the North Nowra Link Road are sited. I have studied the Shoalhaven City Council's Environmental Assessment Report for the North Nowra Link Road (MP07-0037). I strongly support the establishment of the Pitt Street-Narang Road Option in that report as it avoids further environmental disturbance by following the cleared route of the existing overhead electricity supply line and the underground trunk water main - both having been in existence for approximately 30 years or more. This option also is remote from residential development, thus minimising traffic noise interference. The crossing point of Bomaderry Creek for this option already has the elevated electricity line and trunk water main crossings, and it is appropriate that the road, water main and electricity line crossing points be grouped together for access and maintenance purposes. The West Cambewarra Road Option is not favoured by me as it passes a significant residential development, the occupants of which would have grounds for objection. This option would also introduce a new intersection with the Cambewarra Road, which I believe is undesirable from traffic considerations. The Illaroo Road-West Bunberra Street Option would pass through part of the previous North Nowra Waste Depot site, and although the area has been renovated, any road construction through that area would (in my opinion) be environmentally undesirable. In addition, the crossing of Bomaderry Creek for this option would be a longer and more costly crossing than for the Pitt Street-Narang Road Option. The Illaroo Road-West Bunberra Street Option would also introduce a new intersection with the Princes Highway, which I believe is undesirable from traffic considerations. Please note that I have Nil political donations to disclose. In summary, I strongly support the establishment of an additional North Nowra Link Road, and strongly support the Shoalhaven City Council's preferred option of Pitt Street-Narang Road.

Name: Eric Bruce Wright

Address:  
7 Russell Avenue North Nowra NSW 2541

IP Address: 121-79-22-116.bb.ispone.net.au - 121.79.22.116

Submission for Job: #134 Concept Plan Application  
[https://majorprojects.onhive.com/index.pl?action=view\\_job&id=134](https://majorprojects.onhive.com/index.pl?action=view_job&id=134)

Site: #121 North Nowra Link Road  
[https://majorprojects.onhive.com/index.pl?action=view\\_site&id=121](https://majorprojects.onhive.com/index.pl?action=view_site&id=121)

-----  
**Andrew Beattie**

P: 02 9228 6384  
E: [andrew.beattie@planning.nsw.gov.au](mailto:andrew.beattie@planning.nsw.gov.au)  
-----

---

Powered by Internetix Affinity

**Andrew Beattie - Online Submission from Michael Smith (object)**

---

(69)

**From:** Michael Smith <lanimike@tpg.com.au>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 16/03/2011 5:57 PM  
**Subject:** Online Submission from Michael Smith (object)  
**CC:** <assessments@planning.nsw.gov.au>

---

I am opposed to govt and council wasting money on a Link Rd through the middle of Bomaderry Creek Bushland. If we must have a link road then the West Cambewarra Rd should be the preferred route minimising disturbance to obviously valuable bushland (amenity to the area, recreation for locals and threatened species habitat). To propose the central option when all the environmental studies haven't been completed shows the Dept (Govt) is not serious about the environment or the people of Nowra and NSW. It is clear the Link Rd is all about further development in the area so the cost of a link should be on the developers and not local residents and the environment. The EA admits the link road will not fix the so call Illaroo Rd traffic congestion but is to facilitate more development. The Govt (and Council) should spend our taxes / rates fixing the crossing over the Shoalhaven River and providing more sustainable traffic solutions such as dedicated cycleways and public transport. Don't put developers before people and the local environment.

Name: Michael Smith

Address:

62 Coconut Drive North Nowra

IP Address: 203-213-16-202.tpgi.com.au - 203.213.16.202

Submission for Job: #134 Concept Plan Application

[https://majorprojects.onhiive.com/index.pl?action=view\\_job&id=134](https://majorprojects.onhiive.com/index.pl?action=view_job&id=134)

Site: #121 North Nowra Link Road

[https://majorprojects.onhiive.com/index.pl?action=view\\_site&id=121](https://majorprojects.onhiive.com/index.pl?action=view_site&id=121)

-----  
**Andrew Beattie**

P: 02 9228 6384

E: [andrew.beattie@planning.nsw.gov.au](mailto:andrew.beattie@planning.nsw.gov.au)  
-----

---

Powered by Internetrix Affinity