

**SHOALHAVEN CITY COUNCIL**

**SUBMISSION TO THE NSW DEPARTMENT OF PLANNING  
PART 3A, ENVIRONMENTAL PLANNING & ASSESSMENT ACT, 1979**

**Environmental Assessment Report SUBMISSION**

**MAJOR PROJECT APPLICATION MP 10\_0240**

**PROPERTY:** Land within the Shoalhaven local government area. Princes Highway Upgrade – Foxground and Berry Bypass

**APPLICANT:** Roads and Maritime Service (RMS)

**OWNER:** Local and State road authorities and other private landowners

**DEPARTMENT OF PLANNING REFERENCE:**  
MP10\_0240 (Project)

**COUNCIL REFERENCE:** 3A11/1000

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**1. Introduction**

The project is for the upgrade of the Princes Highway between Foxground and south of Berry. Part of the project is within the Kiama local government area and the submission only relates to the project within the Shoalhaven local government area.

The Council has reviewed the Environmental Assessment Report (EAR) and supports the development. The submission requests the DPI seek additional information from the applicant on some matters.

**2. Traffic and Access**

Council appreciates the consultation the RMS has conducted with Council, the Berry community and agencies in the months prior to commencing the public exhibition of the EAR. The project seeks to remove significant traffic from the Berry township and provide for traffic safety on the highway.

There are three significant matters that the submission requests be further reviewed.

**a. Options for traffic entering from or exiting to the south**

Traffic from the south will exit at the Kangaroo Valley (KV) Road interchange and enter the local road network of Berry. The RMS consultants estimate that of all traffic entering or leaving Berry approximately 60% of the traffic is to/from the south. This includes traffic that will then travel eastward through the township for destinations including Woodhill Mountain Road and Wattamolla Roads, Pulman

Street, Tannery and Beach Roads including the David Berry Hospital, North Street sports complex and Prince Alfred St/Wharf Road areas.

The traffic levels at the completion of the project ("Day 1 in 2018") are expected to increase over the projected timeline of the highway. While the highway construction is being designed for a 50+year life, the bridge over Woodhill Mountain Road is being designed for a 100 yr life.

The EAR considers the traffic levels will reach theoretical capacities by the year 2070 (52 years after commissioning) using SIDRA assessment however the RMS environmental capacity thresholds have not been incorporated into the assessments for the EAR particularly through the KV interchange precinct.

Council requests the highway design include planning for and land reservation for a future northbound exit at the eastern end of Berry and similarly an entry point for traffic heading south to enter the highway at the eastern end of Berry. This exit and entry point will remove traffic from passing through the township and entering the highway at the KV interchange.

It is appreciated that the Woodhill Mountain Road bridge is designed to mitigate flooding and other issues however the additional exit/entry point should be examined. It is noted that at Gerringong where RMS has provided two points of exit/entry points to serve the township as part of the current construction of the Kiama to Toolijoola Road highway upgrade.

A further example to support the RMS making provisions for future design and planning for an eastern entry/exit for traffic to /from the south is the Kiama Bypass where an additional entry/exit point was required 18 years after commissioning of the bypass road.

## **b. Options at Victoria Street**

The EAR includes three options for the intersection of Victoria Road and the highway. Option 1, being closure and a cul-de-sac with private access to a single property southward is described as the RMS preferred option, however the EAR states that consideration will be given to submissions concerning all of the options contained in the EAR.

Options 1 and 2 are not supported by Council as they will result in traffic generated at the south-west sector of the township being directed to other local roads, primarily George and Edwards Streets with adverse impacts. The EAR has not adequately addressed the impacts to other local roads and the concentration of traffic generators being the Arbour, Grange and BUPA developments.

Option 3 provides the opportunity for traffic to and from the south west sector of the town to exit or enter the highway without travelling through other local roads, thus minimising impacts. However Council is concerned about impacts on Mark Radium Park as currently proposed.

**(i) Mark Radium Park**

It is noted that the Section 3.6.6 of the EAR has stated varying impacts on the Mark Radium Park:

Option 1 – 25% of park impacted

Option 2 – 24% of park impacted

Option 3 – 29% of park impacted

The impacts are based on the road past the park being constructed as a RMS highway standard road

Council supports the park being able to function as a tourist rest park as currently used with easy access for tourists and local residents.

Council requests further discussion take place with RMS to minimise the impacts on the park and retain its use as a rest area park with appropriate highway signage.

**(ii) Council's preferred option (Modified Option 3)**

To address the EAR impacts from Option 1, 2 and 3 and the impacts on the Mark Radium Park, above, Council proposes that a modification to Option 3 be considered by RMS. This proposes that:

- (a) The 2-way road from the KV roundabout to the proposed roundabout at Victoria Road be designed and constructed as a Council local road standard with relevant 6m lane and shoulder widths, rather than to RMS highway design standards. The roundabout design for a local road system may be scaled accordingly. This will significantly reduce the impacts on the park.
- (b) The on-ramp to the highway be designed to RMS standards and commence south of the Victoria Street roundabout. The proposed single access to the Vinnini property can be designed in conjunction with the Victoria Street roundabout or alternatively (as shown in RMS proposals) as a private road headed south then via an underpass and directed northward to link with Huntington Park Road.

**c. Community Options for Victoria Street**

It is understood there may be a further modification to Councils Preferred Option being proposed by the Berry community (Better Options For Berry committee). This proposes a continuation of the local road standard 2-way road extending to the access point to the Vinnini and BUPA land and the highway on-ramp commencing south of that point.

Council has no objection to a further examination of the community proposal by RMS in conjunction with the RMS consideration of Councils Preferred Option (a modified option 3).

Commencement of the highway standard on-ramp south of an access to BUPA may be designed taking into account of relative ramp lengths and separation distances to the next southern intersection.

**d. Impacts for the Sandtrack during construction phase**

The Bolong and Gerroa Roads (known as “the Sandtrack”) currently provide an alternate route between Bomaderry and Gerringong. The EAR states that during the construction phase there will be RMS diversions in place. There is also expected to be a voluntary increase in traffic using the Sandtrack to avoid other delays with construction works and speed limiting.

Council requests there be discussions with RMS for an assessment of the existing conditions and a commitment for maintenance being undertaken for any deterioration of the road during the construction phase and commissioning of the new road.

**4. Landscaping and gateway Features**

**a. Landscaping**

Council considers that the landscaping treatments to mitigate the visual impact or the structures and noise walls need to be effective and adjusted as construction is completed. This is particularly at the Kangaroo Valley Road interchange and the interface along North Street, including shared footpaths and street furniture.

Council requests RMS have ongoing discussion with Council for landscape design improvements. The ongoing maintenance proposals should also be discussed with Council

Council requests ongoing discussions take place with RMS for the retrieval of suitable sandstone from the construction phase that may be used in the landscaping and gateway features. Sandstone may also be available to Council for other similar projects within the Shoalhaven.

**b. Town Gateway features**

It is noted in the exhibited materials, including the animation of the southbound approaches to the township of Berry, the RMS will relocate the Alexander and David Berry sculptures.

Council requests ongoing discussions with RMS on the design of this location, including the provision of appropriate landscaping and features for a Shoalhaven / Berry Township gateway structure as provided in Council’s draft DCP 82- Section 3 Signage Strategy - Information Signs that are provided for township gateway signs.

#### **4. Land Transfers and Berry Riding School**

The EAR and RMS have indicated there will be land parcels created as part of the road project that will be surplus to RMS requirements and may be able to be transferred to Council for appropriate purposes, including development.

The EAR indicates there are potential impacts for the land used by the riding school that may result in consideration of relocating that use or mitigating impacts including noise.

In both the above matters, Council requests ongoing discussions continue between Council and RMS.

#### **5. Council Infrastructure – Water & Sewer**

Shoalhaven Water requires the following statements to be included within any consent/approval

##### **Prior to Commencement of Any Works.**

Upon receipt of an Operational Development Consent or Operational Project Approval Shoalhaven Water requires the applicant/developer to apply in writing under Section 305 of Division 5 of Part 2 of Chapter 6 of the Water Management Act 2000 for a Certificate of Compliance from Shoalhaven Water.

Relevant conditions/requirements, including monetary contributions (where applicable) under the Water Management Act 2000, can be provided under Section 306 of Division 5 of Part 2 of Chapter 6 of the Water Management Act 2000. A Development Application Notice issued by Shoalhaven Water will outline all conditions/requirements to be adhered to.

A Certificate of Compliance (CC) must be obtained to verify that all necessary requirements for matters relating to water supply and sewerage (where applicable) for the development have been made with Shoalhaven Water.

A Certificate of Compliance shall be obtained from Shoalhaven Water after satisfactory compliance with all conditions as listed on the Development Application Notice and prior to the issue of an Occupation Certificate, or project commissioning, as the case may be.

In the event that development is to be completed in approved stages or application is subsequently made for staging of the development, separate Compliance Certificates shall be obtained for each stage of the development.

Where proposed works impact on the operation, maintenance or serviceability of Council's water supply or sewer servicing assets the applicant shall relocate, deviate, protect or redirect these affected infrastructure prior to commencement of any works within 50m of that asset.

In addition to the requirements above Shoalhaven Water provide the following comments in relation to the Environmental Assessment -

The proposed works appears to impact on the following assets and detailed investigation will be required to determine the impact and rectification measures.

| No. | Description                            | Approx. Ch | Approx Location             | Asset Status    |
|-----|--|------------|-----------------------------|-----------------|
|     | <b>WATER MAINS</b>                     |            |                             |                 |
| 1   | 100mm uPVC reticulated water main      | 15750      | Nth Tannery Rd              |                 |
| 2   | 50mm uPVC reticulated water main       | 16000      | Woodhill Mt Rd              |                 |
| 3   | 150mm AC/C trunk water main            | 17500      | North St                    | <b>Critical</b> |
| 4   | 200mm AC/C trunk water main            | 17500      | North St                    | <b>Critical</b> |
| 5   | 100mm mPVC & AC reticulated water main | 17600      | Kangaroo Valley Rd          |                 |
| 6   | 150mm DICL reticulated water main      | 18000      | Victoria St                 |                 |
| 7   | 195mm uPVC trunk water main            | 18200      | Hitchcocks Lane             | <b>Critical</b> |
|     |  |            |                             |                 |
|     | <b>SEWER MAINS</b>                     |            |                             |                 |
| 8   | 225mm uPVC sewer main CV/8A to CV/8    | 17600      | North of Kangaroo Valley Rd | <b>Critical</b> |
| 9   | 150mm uPVC sewer main CX/4 to CX/3     | 17700      | Huntingdale Pk Rd           |                 |
| 10  | 150mm uPVC sewer main 5A/7 to 5B/1     | 17900      | Lincoln Close               |                 |
| 11  | 225mm uPVC sewer main 5A/6 to 5A/5     | 18000      | Victoria St                 | <b>Critical</b> |

#### **EAR - Section 4.2.11 Utility Services**

##### **Sewer and water pipelines**

- Shoalhaven Water has undertaken preliminary investigation into the deviation of gravity sewer lines which cross the proposed highway. It appears that subject to detailed investigation and design that diversion of the sewer from north of Kangaroo Valley Road may be achievable.

This redirection will increase the loading on the existing line 5B by approximately 104 ET's. This increase loading may have an impact on the downstream sewer pumping station and rising main (Pumping Station 5 & Rising main 5). Therefore the applicant will be required to undertake assessment of the capacity changes to the rising main and pumping station as a result of any deviations.

- **Shoalhaven Water does not approve concrete encasement of AC water mains. Any AC water main affected by the proposed works will need to be replaced in accordance with Shoalhaven Water's standards.**

Sewer and Water assets are not approved to be located under road pavements other than road crossings. Any approved assets (by Shoalhaven Water) proposed to be located under pavements will require to be relocated at the applicant/developer's expense.

## **6. Conclusion**

The Council supports the project and requests continuing discussions with the RMS on the matters raised in the submission

Further information may be obtained by contacting Council's part 3A Coordinator, John Britton on [council@shoalhaven.nsw.gov.au](mailto:council@shoalhaven.nsw.gov.au)

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**21 Dec 2012**