

historical traffic volume data and residential occupancy data, the proposed development is expected to generate 151, 144 and 158 vehicle trips during the respective Friday AM, Friday PM and Saturday peak hours on the regional road network (west of Culburra).

- xix In assessing intersection performance on the road network surrounding the site, growth factors were applied to the recorded traffic volumes (May 2012) to represent the equivalent 120th Highest Annual Hour (HH). This was done to reflect the significant seasonal increases in traffic volumes in the region.
- xx Under equivalent 120th HH traffic volumes the performance of intersections surrounding the site was not significantly changed with the addition of development traffic.
- xxi Under equivalent 120th HH traffic volumes the Princes Highway intersections at Kalandar Street and Moss Street currently experience significant delays, particularly during the Friday AM and Friday PM peak periods. The addition of development traffic at these intersections (which would compromise only 2% of the flow at these intersections) would not result in any discernible change in intersection performance.
- xxii There would be traffic increases in Culburra but the additional traffic generated by the development would not cause any existing roads/intersections to experience any operational problems.
- xxiii The existing road is marginally too narrow to accord with current Austroads guidance. Furthermore the shoulder widths, including sealed shoulders, do not accord with Austroads guidance.
- xxiv Notwithstanding this, the road and the intersections along it are operating satisfactorily (this report shows that the intersections will continue to operate adequately following completion of the development).
- xxv Council has a Section 94 Plan to address a number of the existing deficiencies. The development will contribute the requisite financial sums to address the identified issues.
- xxvi GTA believe there are no locations where overtaking lanes could be easily introduced and does not believe they are necessary.

The Transport and Accessibility Impact Assessment Report is Appendix R.

3.5.4 The Landscape Report

The Landscape Report was undertaken by Peter Phillips Landscape Architecture. The lead consultant is Peter Phillips.

The landscape architect carried out soil test in the Development Area to determine suitability of tree species for the various locations.

The consultant then considers suitable species for the main avenues – Culburra Road, The Collector Road and The Vista Avenues – and for the residential streets. A range of exotic and native species are proposed for each type of street. Each street type is illustrated by plans and cross-section. Planting regimes for the swales are also included.

The landscape architecture report includes sketches of how the various open space elements could be treated allowing for sitting areas, childrens play areas and the like.

The overall landscape design is shown in Plan 9. It shows the overarching frame of retained vegetation along the foreshore and on the elevated land to the south. Within the layout itself formal street planting reinforces the urban design intentions of the development areas.

The Landscape Report is Appendix S.

3.5.5 Bushfire Protection Assessment

The Bushfire Protection Assessment was undertaken by Ecological Australia Pty Ltd. The lead consultant is Rod Rose.

The characteristics of the vegetation and slope have been assessed in all directions from the perimeters of each stage. The adjoining vegetation is described as typically forest, although in places it has been cleared to the extent that it has a bushfire attack potential of remnant forest.

PBP has been used to determine the width of Asset Protection Zones (APZ) for each portion of subdivision adjoining bushfire prone land. These are shown in Table 9 and Plan 10.

Table 9: APZ required for mixed-use subdivision (APZ shown in Figure 2)

Development type	Vegetation	Slope under hazard	APZ required	Comment
Residential Lots	Forest	Upslope and flat	20m	All lots in Figure 2 are residential unless specifically shown as industrial, tourist or commercial. High and medium density lots are proposed in some locations
		Downslope >0 to 5°	25m	
	Grassland	Downslope >0 to 5°	10m	
		Downslope >5 to 10°	10m	
Industrial (Lots I1-I29)	Forest	Upslope and flat	20m	BAL 40 construction to apply
		Downslope >0 to 5°	20m	BAL 40 construction to apply
Tourist (Lots T1 & T2)	Forest	Downslope >0 to 5°	70m	A small portion to the east of T2 has forest of >50m
	Remnant Forest	Downslope >0 to 5°	40m	Some existing vegetation within 140 m of the Lots T1 and T2 are to be cleared so they are <50 m in width and eligible to be classified as remnant forest.
Commercial (Lot T3)	Forest	Downslope >0 to 5°	10m	Likely to be used for a café. Defendable space 'APZ' only.



Protocol for maintenance of APZ's are recommended noting that the proposed APZ's will mainly be within Perimeter Roads.

Protocols with respect to water supply and fire hydrants are recommended.

The report notes that the road network provides numerous alternative egress routes for most of the subdivision. Fire trails are recommended. For certain locations, principally extending the collector road to the south-west and onto Culburra Road, and around the industrial estate.

The report concludes with a summary table assessing conformity with the BPB.

Table 10: Assessment of conformity with BPB

Bushfire protection provision	Proposal	Complies with BPB
Asses Protection Zone	Figure 2 identifies the size of proposed APZs and Table 1 identifies how these were determined.	Yes
Construction Standards	Not applicable at subdivision stage.	n/a
Access	All access design standards are appropriate. Approval required from neighbour for fire trail over existing industrial land.	Yes
Water supply	Reticulated water will be provided.	Yes

The Bushfire Assessment Report is Appendix T.

3.4.6 Visual Impact Assessment

The Visual Impact Assessment was prepared by John Toon Pty Ltd. The lead consultant is John Toon.

The assessment outlines the principal features of the landscape context - the vast flood plain between Nowra and Greenwell Point and the low range of hills that divide the Crookhaven/Shoalhaven river catchments from Jervis Bay.

The built form of Culburra Beach is described as low density set in an open landscape of remnant vegetation, lawns and herbaceous bushes.

It notes that although located adjacent to and between three water bodies there is almost no visual connection between the town and the water bodies.

The visual catchments are described. These are: (1) the Crookhaven River catchment which essentially comprises all of the flood plain edged by the low

hills to the south; (2) the Culburra Road catchment which is the contained visual corridor bounded by woodland through which Culburra Road traverses; (3) Culburra Beach catchment which is views within Culburra Beach township and (4) Curleys Bay visual catchment embodying views across the bay.

The proposal is assessed in terms of the visual impact upon each of these catchments. Each stage or unit of development is considered independently.

Stage One of the development is located south of Culburra Road; it consists of low rise 55+ housing and two residential flat 4-storey buildings. This is in the Culburra Road Catchment (see illustration 15).

It is considered that the proposed planting along this 1000m long stretch of road will confer a strong visually contained street with development being visible but subservient to the avenue form.

The industrial zone, also in the Culburra Road visual catchment will be partly screened from Culburra Road by retained vegetation. It is assessed that the splayed set-back of the southern edge of the industrial estate will be partially screened from view from Culburra Road. It is probable that it will be seen through the screen of vegetation when circumnavigating the roundabout; at this point the southernmost industrial buildings will be some 120m from the viewpoint of traffic in the roundabout. The visual impact of the industrial zone development on the Culburra Road visual catchment is considered to be negligible.

The major estate lies mainly in the Crookhaven River visual catchment and partly in the Curleys Bay visual catchment.

Being north of the divide, which ranges from 200 to 1000m north of Culburra Road and separated from it by woodland, there will be no impact on the Culburra Road visual catchment. The only point where the major estate will impact upon the Culburra Road visual catchment is the access road springing from the roundabout. The approach to the major estate has been designed to be visually attractive. This is considered to be a positive visual attribute for the Culburra Road visual catchment (see illustration 16).

Views from Greenwell Point and across Curleys Bay are distant views, 400m and 1500m respectively, and will only indicate the broad outlines of the urban form. In all cases the foreshore vegetation and the vegetation on the high ground will act as a frame for the built form elements.

Internal views within the major estate have been carefully considered. The main structural elements – the collector road, the foreshore drives and the vista avenues are all considered to have strong positive visual attributes that will enhance the residential attractiveness of the estate, besides giving it a strong sense of place (see illustrations 17, 18, 19; and 20).



Illustration 15: View of Culburra Road from the east

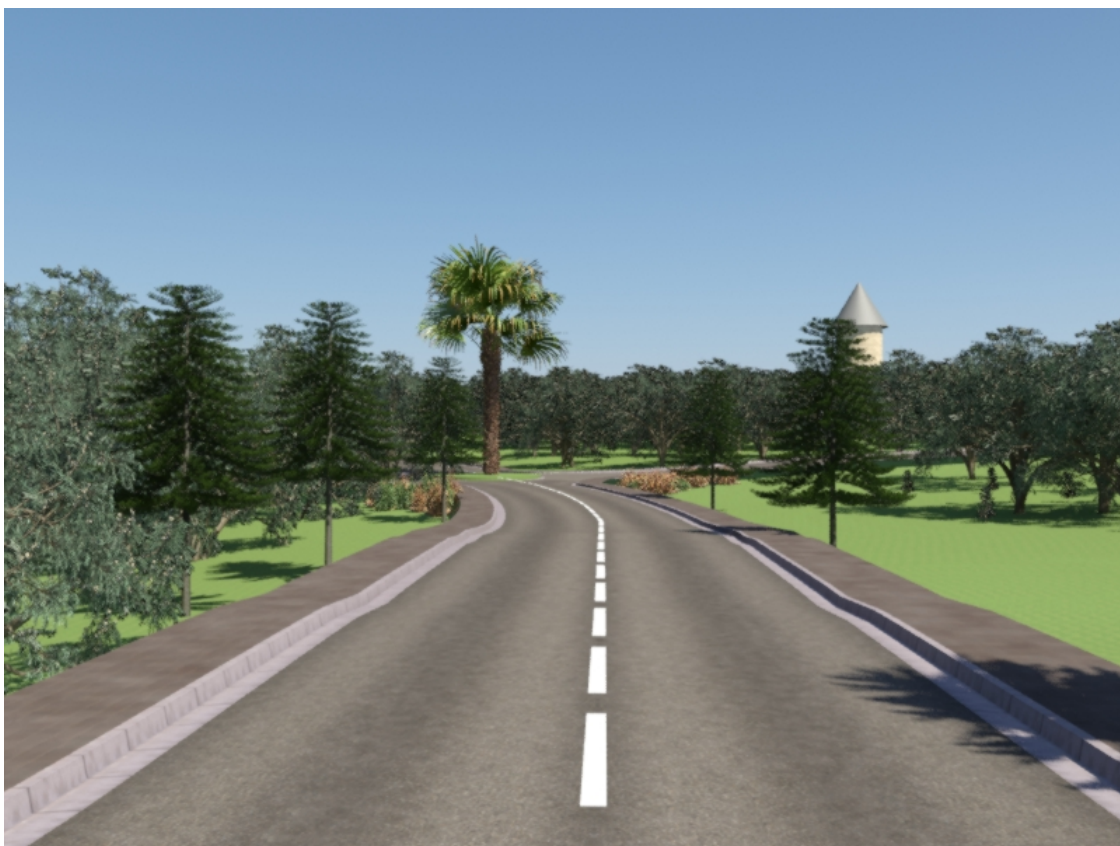


Illustration 16: View of Roundabout from the east



Illustration 17: View of Collector Road looking west



Illustration 18: View of Vista Avenue East looking south



Illustration 19: View of The Crescents



Illustration 20: View of Foreshore Drive looking west

The individual elements are shown by computer graphics.

The Visual Impact Assessment report is Appendix U.

Part 4 - Assessment of the Proposal in terms of the Policy Framework and the Statutory Provisions

The proposal is required to comply with or take into consideration a range of policy and statutory documents. The following is an assessment of the proposal in terms of the relevant policies, objectives and mandates. There is a considerable degree of overlap between these documents. Consequently, this section tends to be somewhat repetitive. The proposal is assessed in terms of the relevant policy and statutory documents as follows.

4.1 The NSW Coastal Policy 1997

The goals of the Coastal Policy and the reporting of the ways in which this proposal responds to the goals follows.

Goal 1. Protecting, rehabilitating and improving the natural environment of the coastal zone.

The proposal has no direct impact on the coastal zone because all the areas to be developed are in excess of 1km of the coast. However all the areas are within 1km of the waters of the Crookhaven estuary and therefore the policy applies. The proposal involves the clearing of some 65ha of dry forest woodland within 1km of the Crookhaven estuary. The areas proposed to be cleared mostly drain to Curleys Bay or Crookhaven River. A small area drains to Wattle Creek; another small section drains to Downs Creek. Both Wattle Creek and Downs Creek drain to Lake Wollumboola.

The treatment train designed for the areas that drain towards Curleys Bay, the Crookhaven River, Wattle Creek and Downs Creek have all been designed to ensure that the quality of water in the respective water bodies is at least maintained at current standards. The details of the drainage system are set out in Appendix P.

Some of the foreshore area and associated vegetation has been vandalised and is relatively degraded. Part of this proposal includes making all the Crookhaven River/Curleys Bay foreshore land embraced by this project accessible to the public. It is envisaged that a foreshore cycle/walkway will be constructed along the entire 3.75km water frontage of the project. As part of this proposal the vandalised areas will be rehabilitated and interpretive signs will be introduced enabling the community and visitors to better appreciate the importance of the ecology. There are also clusters of aboriginal middens which will be similarly integrated into the overall design of the foreshore to ensure their protection and conservation. It is considered that the introduction

of the cycle/walkway will lead to greater and better managed public access to the waterfront and improved community policing of these resources.

Goal 2. Recognising and accommodating the natural process of the coastal zone.

The Crookhaven River and Curleys Bay are both tidal. Being protected from any wave action it is unlikely that the foreshore will be subject to erosion through storm surges and the like. However the areas could be affected by any rise in the level of seawater due to global warming. This has been taken into account in locating and determining the level and location of the cycle/walkways and the proposed urban development. The flood risk is assessed in Appendix M.

Goal 3. Protecting and enhancing the aesthetic qualities of the coastal zone.

The proposal is removed from the coastal zone and will not be visible from the coastal zone.

The proposal aims to protect and conserve the mangrove fringe around Curleys Bay and Crookhaven River. The major element, Billys Island and the associated mangroves, will remain unaltered and unaffected by the proposal. The fringe will be opened up at the three vista avenues to emphasise the water-land connection; two of these points, the vista avenues in the new neighbourhood are at locations where commercial waterfront development will be promoted. This is intentional. The purpose is to activate the waterfront and to encourage use of the waterfront cycle/walkway.

The fitting of the proposed development to the topography together with the structural elements – the cycle/walkways, the collector road and the vista avenues – are intended to enhance the aesthetic qualities of Culburra Beach when viewed from within and when viewed from areas outside such as Greenwell Point and Orient Point.

Goal 4. Protecting and conserving the cultural heritage of the coastal zone.

The clusters of aboriginal middens along the shoreline of Curleys Bay and Crookhaven River are to be protected and conserved. These elements will be integrated into the foreshore cycle/walkway and its associated information/interpretation panels. The detailed design of the foreshore zone is intended to create a memorable feature that will be a long-lasting contribution to the community of Culburra Beach.

The integrated design will draw together significant ecologies, significant cultural items, significant health and well-being attributes as well as leisure and recreation opportunities into an attractive and aesthetically pleasing waterfront, the likes of which do not exist in Culburra Beach at present.

Goal 5. Providing for ecologically sustainable development and use of resources.

The proposal satisfies all the ESD criteria.

The proposal will utilise surplus capacity in the existing water supply and sewage treatment plant and road system serving Culburra Beach.

By promoting higher density residential development within walking distance of the town centre, the proposal aims to reduce car dependency. The location of the higher density development adjacent to Culburra Road is intended to be supportive of the bus service to Nowra. It is anticipated this service will be used for more specialised trips such as higher order retailing and specialised services such as health and education.

The proposal adopts best practice surface water management to ensure that the water quality of any surface drainage entering Curleys Bay, Crookhaven River or Lake Wollumboola will be at least equal to the water quality flowing into these water bodies under the 'natural' conditions that currently exist.

No significant resources are to be extracted as part of this proposal. There will be a minimal amount of regrading of the surface in the new neighbourhood but little elsewhere.

Goal 6. Providing for ecologically sustainable human settlement in the coastal zone.

The proposal has been designed to minimise travel and maximise accessibility. The emphasis on the cycle/walkway network is intended to encourage non-car travel. The design of the new neighbourhood includes the new collector road which will accommodate the Culburra Beach to Nowra bus service; this route is within 400m of 90% of all the proposed residential lots in the new neighbourhood. A similar performance standard will be achieved in the projected extension area to the west.

The favourable north-facing slopes provide excellent solar access. Approximately 90% of the proposed lots meet the desirable northern orientation for best solar access; the gradients in the new neighbourhood indicate overshadowing will be virtually non-existent. The tiered rows of housing will have some view potential and certainly good solar access due to the siting of lots on the topography.

Surface water management is considered above.

Goal 7. Providing for appropriate public access and use.

The waterfront cycle/walkway referred to above is considered to be a major community asset being created in this project.

This community asset will enable one of the major defects, the lack of access to the foreshore zones, of Culburra Beach to be remedied. It is expected that the foreshore cycle/walkway will become a key element of the township, promoting community health and well-being for both residents and tourists.

Access to the waterfront and to facilities and services has been a key driver of the overall strategy. It is reflected in the recommended density gradients, in the capturing of key locations for activities that will boost the local economy and local employment, in the hierarchy of roads and in the arrangement of cycle/walkways.

Goal 8. Providing information to enable effective management of the coastal zone.

The provision of information and interpretation panels is considered an integral component of the waterfront proposals. It is considered that the higher level of community access to this area will increase community supervision of the important cultural and ecological assets and reduce vandalism.

Goal 9. Providing for integrated planning and management of the coastal zone.

The proposal is considered to be a carefully crafted proposal integrating community benefits, ecological sustainability, new housing types and arrangements at various densities and where feasible, identifying new economic opportunities for entrepreneurs in Culburra Beach.

We consider the proposal satisfies all the criteria of the NSW Coastal Policy 1997.

4.2 The EPA Act 1979

Each of the Objects of the EP & A Act 1979 is presented below (in italics) followed by a consideration of the proposal in relation to the Object.

The Objects of the Act are:

- (a) *to encourage*
 - i. *the proper management, development and conservation of natural and artificial resources, including agricultural land, natural areas, forests, minerals, water, cities, towns and villages for the purpose of promoting the social and economic welfare of the community and a better environment.*

The proposal is an urban expansion project that is directed to promoting the social, economic and recreational welfare of the Culburra Beach community. The project involves the conversion of land that is mostly woodland to urban

uses. The proposed uses are primarily residential in a range of density and dwelling types designed to meet known and anticipated demand. The residential development is intended to revitalise the Culburra Beach community by increasing the population, increasing employment opportunities and increasing the range of healthy living, recreation and tourist-oriented facilities available to both permanent residents and visitors.

The proposal aims to arrest the slow decline in population, increase the attractiveness of the town for permanent residents, retirees and short-term visitors. The proposal will generate new jobs in the construction phase and, by identifying locations for new economic activities, promote long term growth in employment.

ii. the promotion and co-ordination of the orderly and economic use and development of land,

The proposal is considered an excellent example of promoting the orderly and economic use of land, maximising existing services and facilities in a manner that few settlements offer. The proposal aims to maximise the fact that all existing services are located in Culburra Road. This is very cost-effective development. The new neighbourhood will require new local infrastructure but no major upgrades. The existing system has the capacity to accommodate the projected growth in population.

The main determinant of the staging of the proposal is the availability of services. The primary infrastructure for the envisaged population is in place; this includes water supply, sewage treatment, and the principal access roads. Provision is made for an electricity sub-station which is understood to be required at an unspecified time.

The first stage of development will rely on the extension of existing services in Culburra Road and Canal Street East into adjoining lands. The new neighbourhood will require the installation of new infrastructure including a new access road and new water and sewerage reticulation. In addition, it is proposed to relocate the existing rising main sewer that traverses the site. This sewer serves Greenwell Point, crossing the Crookhaven River at the western end of the site.

The sequence of development from east to west is considered orderly and is driven by the need to achieve a cost-effective schedule of works closely linked to demand as expressed in sales.

iii. the protection, provision and co-ordination of communication and utility services,

This is dealt with above.

iv. the provision of land for public purposes,

Land is provided for three distinct public purposes.

One is the shaft of open space between Culburra Road and Curleys Bay; the purpose of this vista is to emphasise to visitors and residents the fact that Culburra Beach is located in an aquatic setting (see the analysis of the urban form of Culburra Beach presented in Section 6.3. It is anticipated that this grassed parkland will be used for casual play and as a sitting area for older persons; this park is also the springboard for the proposed waterfront cycle/walkway.

The second is the proposed waterfront cycle/walkway which stretches from Canal Street East to the western edge of the site, a distance of some 3.75 kilometres. It is located in the proposed waterfront reserve which is 100m wide; the reserve comprises a range of significant ecologies and important aboriginal middens; it includes both coastal flats as well as the dry forest above the 3-5.0m embankment that is typical of this waterfront. It is proposed to place information panels highlighting the cultural and ecological features of the waterfront. It is also proposed to locate fitness apparatus, play equipment and BBQ shelters at selected locations along the waterfront. The allocation of land for this public purpose is considered to be a major contribution to the well-being of the Culburra Beach community. The preferred alignment traverses the northern part of the site of the STP; this section is not fenced and is of no use to the STP because it is low lying and mostly comprises a significant saltmarsh which is currently vandalised by bike-riders. The realization of the full-length foreshore park requires Council's co-operation in order to achieve an optimum outcome. It is proposed that the foreshore park be embellished at appropriate locations with seating, BBQ shelters, keep fit equipment and childrens play areas. Car parking will be provided at appropriate locations to enable visitors and residents from more distant parts of Culburra Beach to access the foreshore parkland for a range of leisure and recreation pursuits.

A parallel cycle/walkway is proposed aligned with the collector road. The collector and ridgeway cycle/walkway are located generally on the ridge that divides the catchment of the lake from that of the river. This cycle/walkway is proposed to extend from the new neighbourhood to the town centre; it will be aligned with Culburra Road for the section between the new neighbourhood and the town centre. It will be about 3.0 kilometres in length. It is anticipated that it will eventually extend westwards along the dividing ridgeline to Culburra Road.

The third element is the oval which is seen as the first component of a suite of playing fields/sports grounds proposed for the middle reaches of the east arm of Downs Creek. The site is selected because it is the most suitable location for an oval, being virtually flat and very accessible for the residents of the new neighbourhood. This is considered a facility for conventional public recreational purposes. It can be extended as the need arises.

v. *the provision and co-ordination of community services and facilities, and*

No new public facilities have been identified as being required as a consequence of the proposed development. This is the conclusion of the Social Impact Assessment which is presented in Appendix E. The rate of development is expected to be relatively moderate and population growth is unlikely to exceed 250/300 persons per annum. The seasonal fluctuations in population are considered to be a far more significant determinant of demand for services and facilities than additional population.

vi. *the protection of the environment, including the protection and conservation of native animals and plants, including threatened species, populations and ecological communities and their habitats, and*

The critical habitat along the waterfrontage to both Curleys Bay and the Crookhaven River are the SEPP14 wetlands which are conserved; the proposed cycle/walkway is considered an asset in assisting in the protection of the habitat as is the overall surveillance achieved through the form of development which promotes overlooking of the habitat from adjacent dwellings. The proposal envisages sections of the waterfront that are aligned with the various vistas being cleared of vegetation. The object of this is to define areas where access to the water can be achieved and to maximise the sense of interaction between the development and the aquatic setting. The ends of the two principal vista avenues in the new neighbourhood are envisaged as focal points of activity where the avenues intersect with the cycle/walkway; the focal point on the river is conceptualised as a boat launching ramp and a jetty, potentially connecting by boat to Greenwell Point.

The woodland, most of which is to be cleared, is not ecologically significant.

vii. *ecologically sustainable development, and*

The shape of the development site is very elongated; it is some 2500m long with an average depth of some 500m. The general orientation is to the north providing excellent solar access and in many cases a very attractive outlook. The overall shape is interrupted by the STP and the OU2 odour contour which together preclude the development of a continuous urban form. Nevertheless the key linkages, that is, the collector road and the two cycle/walkways, are designed to create easy flow lines between the new development and the existing settlement, particularly the town centre. It is considered that these linkages will successfully integrate the new with the existing development, encouraging the use of walking and cycling as a viable and attractive mode of movement. The town bus service will be routed on the collector road which will also encourage the use of public transport.

The layout of the streets and the individual lots is designed to maximise the north-south orientation of dwellings. Some 70% of lots are within the north-south arc of desirable orientation; some 14% are within the east-west arc and about 16% are in the less desirable NE/NW orientation. This is due to the adoption of the curved street design; the rationale for this is that the subdivision fits the contours very neatly, enabling surface water drainage to be more effectively managed, and the curved streets enable the views over Curleys Bay and the Crookhaven River to be better captured by individual dwellings.

Overall the orientation is designed to maximise solar access and views within a movement network that facilitates easy flows between the new development and the established form of Culburra Beach.

viii. the provision of affordable housing.

The design of the project aims to produce lots and dwellings that are affordable by the majority of the population. Subject to approval of the overall concept the proponent will consider the appointment of preferred builders who have or will develop energy efficient dwelling designs to be offered as house and land packages. It is considered that these packages will be very attractive to lower income cohorts.

Overall the design contains a mix of lot sizes and dwelling types targeted to a wide range of income groups and household sizes.

There is no intention to provide very low cost housing for disadvantaged groups.

(b). to promote the sharing of the responsibility for environmental planning between the different levels of government in the State, and

No comment.

(c). to provide increased opportunity for public involvement and participation in environmental planning and assessment.

The Department of Planning initiated a Focus Meeting held on 4 May 2010 at Culburra Beach. This Forum was intended to bring the principal government agencies at all levels for a preliminary briefing from the proponent's consultants to enable issues to be raised. The attendees were taken on a guided tour of the various sites that together form the Part 3A project. This enabled a number of issues to be clarified by both the proponent and the agencies.

Subsequently, on 27 October 2010, the proponent's consultant briefed the community on the outline of the project. About 150 residents attended the public forum. The community were invited to accompany the consultant on a

site inspection that was somewhat more thorough than that undertaken by the agencies due to there being no time constraint; about 30 members of the Culburra Beach community attended the site inspection. The consultant also advised the community that he was prepared to meet in private with individuals and small groups who wished to raise specific issues; 6 members of the community took advantage of this opportunity.

On 10 October 2012 the consultant presented the proposal in the form of a power point presentation to the community. A flyer advertising the time of the presentation had been posted to some 2000 households 10 days prior to the presentation. About 140 people turned up, the majority of whom were supportive. There was a small group opposed; their concerns focused on the scale of the project, the height of the proposed apartments and the impact on the SEPP 14 wetlands. Others adopted a constructive approach suggesting that there is a need for recreation facilities for youth (a skate board park was mentioned several times by different individuals), more employment and better bus services. The 55+ housing and the foreshore walkway were strongly supported. The estimate of disinterested observers was that about 75% of the audience were supportive of the project. A response sheet was left at each seat and several have been forwarded to the consultant. The power point presentation is at Appendix A; the responses are at Appendix D.

4.3 SEPP71

The primary instrument of policy is SEPP71 – Coastal Protection. The subject land is within the area covered by SEPP71.

The aims of SEPP71 ((a) to (l)) are indicated below. The manner in which the proposal responds to these aims is briefly outlined after each aim.

- (a) to protect and manage the natural, cultural recreational and economic attributes of the New South Wales coast;*

The proposal is primarily directed to increasing the amount of residential accommodation at Culburra Beach with the object of arresting the decline in population and increasing access to the recreational resources in the Culburra Beach district. Associated with this purpose, the project provides for increases in jobs in the Culburra district and a widening of the range of recreational and cultural opportunities available in Culburra. The footprint of the project is aimed at protecting significant aspects of the natural and cultural attributes of the Culburra district.

- (b) to protect and improve existing public access to and along coastal foreshores to the extent that this is compatible with the natural attributes of the coastal foreshore;*

The proposal includes a 3.75km foreshore cycle/walkway between Canal Street East and the western boundary of the site. This

cycle/walkway will be integrated with the several clusters of aboriginal middens and with significant elements of the foreshore ecology. The significant cultural and natural attributes of the foreshore will be identified by interpretive signs that will be incorporated into the walkway at key points. This element will dramatically improve the level of access to the waterfront of Culburra Beach.

- (c) *to ensure that new opportunities for public access to and along coastal foreshores are identified and realised to the extent that this is compatible with the natural attributes of the coastal foreshore;*

See (b) above.

- (d) *to protect and preserve Aboriginal cultural heritage, and Aboriginal places, values, customs, beliefs and traditional knowledge;*

See (b) above.

- (e) *to ensure that the visual amenity of the coast is protected;*

The proposal has no direct relationship to the coast. The proposal has frontage to the Crookhaven River and the Crookhaven estuary (Curleys Bay). The visual amenity of these areas will be protected by the retained foreshore vegetation. One aim of the proposal is to promote 'activity nodes' at several points along the foreshore. These nodes will be visually significant when viewed from certain locations in Greenwell Point and Orient Point.

- (f) *to protect and preserve beach environments and beach amenity;*

No beaches will be affected by the proposal because it is some 1200m inland from the coast. The river has neither beaches nor sand bars.

- (g) *to protect and preserve native coastal vegetation;*

There is no coastal vegetation on or near the site of the proposal. The estuarine mangroves and saltmarsh swamps will be protected, rehabilitated where necessary, and conserved.

- (h) *to protect and preserve the marine environment of New South Wales;*

The waters of both the Crookhaven River and Curleys Bay are tidal and saline. There are extensive oyster beds in the Crookhaven estuary. The surface drainage system has been designed to ensure that the marine environment is protected.

- (i) *to protect and preserve rock platforms;*

There are some rock platforms along the foreshore of the Crookhaven River. These will be protected to ensure they are not affected by the proposal.

- (j) *to manage the coastal zone in accordance with the principles of ecologically sustainable development (within the meaning of section 6 (2) of the Protection of the Environment Administration Act 1991);*

The proposal has been prepared following a careful analysis of the possibility of any threats of irreversible damage being caused to the land and marine environments in which the project is set.

- (k) *to ensure that the type, bulk, scale and size of development is appropriate for the location and protects and improves the natural scenic quality of the surrounding area;*

The type, bulk and scale of development proposed is considered appropriate for the location. The concentration of building bulk around Culburra town centre is considered desirable to emphasise the significance of this locality. The town centre is some 1000m inland from the coast. The height of development proposed is below the tree line so that the buildings will not be seen from any coastal location. Elsewhere the low intensity development is designed to fit in with the natural scenic quality of the surrounding areas.

- (l) *to encourage a strategic approach to coastal management.*

The proposal accords with the strategic approach to coastal management as expressed in the South Coast Strategy, the Jervis Bay Settlement Strategy and the Coastal Design Guidelines for New South Wales.

4.4 The SEPP14 Assessment

The SEPP 14 Assessment is fully documented in the Ecological and Riparian Issues Report (see Appendix 0).

4.5 The South Coast Regional Strategy 2006

The sub regional context is set by the South Coast Regional Strategy and the local context is established using the Coastal Design Guidelines.

The South Coast Regional Strategy applies to the period 2006-31. It aims to establish a clear and certain land use plan for the South Coast. It embraces previous studies, such as the Jervis Bay Settlement Strategy.

The Strategy also plans for an increase in population of 60000 over the next 25 years; households are expected to be dominantly singles and childless

couples (retirees) and encouraging an appropriate mix of new housing is considered a challenge for the region. The strategy anticipates a supply of 45000 new dwellings to meet anticipated demand from population growth.

The Strategy plans for an estimated 26000 new jobs in the region; it notes the economic base is diversifying towards a wider range of service-oriented industries such as aged health care.

The proposal responds to the new jobs estimated to be provided by the Strategy by proposing a number of sites for leisure businesses, for industrial uses and for mixed uses.

The proposal responds to the dwelling targets estimated to be provided by the Strategy by proposing 685 new dwellings; that is a 30% increase on the existing housing stock at Culburra Beach.

The proposal includes 185 medium density dwellings equivalent to 27% of the total number proposed. Most of the medium density housing is targeted at the 55+ age cohorts.

The proposals are fully consistent with the aims of the South Coast Regional Strategy.

The key section of the NSW South Coast Regional Strategy of relevance to this proposal in Appendix 2 – Sensitive Urban Lands which deals specifically with Culburra Beach.

The relevant statements of the assessment and recommendations of the Sensitive Urban Lands Review are as follows:

'Land within the catchment of Lake Wollumboola is considered unsuitable for urban development, principally on the grounds of the potential negative impacts on the Lake which is sensitive intermittently closing and opening lake or lagoon (ICOLL).'

'The remaining land within the catchment of the Crookhaven River is considered suitable for limited urban development'.

'It would be appropriate for sufficient land within the Crookhaven River catchment, north of Culburra Road and immediately west of the Culburra Village centre to progress for urban development. The amount of land should meet estimated need for the next 10-15 years'.

'The release area should achieve densities which are higher than traditionally achieved to reduce the land-take and economise on the use of land resources. Site planning should allow for suitable bushfire setbacks, the protection of endangered ecological communities, and riparian setbacks exceeding current Department of Natural Resources (DNR) requirements'.

There are four principles that flow from the recommendations for Culburra Beach.

The first is that land within the catchment of Lake Wollumboola is not considered suitable for urban development.

The second is that land within the catchment of the Crookhaven River is considered suitable for limited urban development.

The third is that it is considered appropriate for land west of Culburra Beach town centre and north of Culburra Road to be allocated for urban development sufficient to meet the estimated demand for 10 – 15 years.

The fourth is that higher densities than those traditionally achieved should be achieved, allowing land for the protection of endangered ecological communities and appropriate bushfire protection.

These principles have guided the proposed development.

The development area is defined by the catchment divide; with some very minor exceptions the development is entirely outside the catchment of Lake Wollumboola. It is within the catchment of the Crookhaven River estuary which encompasses a number of SEPP14 saline wetlands and, upriver, several SEPP14 freshwater wetlands; the estuary is also home to an important regional oyster industry based on Greenwell Point.

The sensitivity of the location has shaped the location of the development area and very specifically the design of the water cycle management controls to ensure run-off will have no adverse effects on these environments.

The Strategy has shaped the profile of the residential development in the Part 3A Proposal.

A range of residential dwelling types and densities is proposed. Higher density developments are located adjacent to and within easy walking distance of Culburra Beach town centre. Sites close to the town centre are allocated to: (1) small-lot single storey dwellings for the 55+ age cohort for which a strong demand has been expressed; and (2) four storey apartment buildings aligned along Culburra Road; some interest has been expressed for this type of development. The sites allocated for apartments are considered sufficient to meet demand for this type of accommodation for up to 20 years. The new neighbourhood is dominantly single dwelling lots ranging in area from 500-900m². There is provision for a limited amount of top-shop housing in the new neighbourhood as well as two sites which are identified as being suitable for multi-unit dwellings. The top-shop housing is designed to meet local needs.

The Strategy and local informants have shaped the emphasis on employment. The development area is within 20 minutes travel time of Nowra and it is

anticipated that the new housing area will attract some people who work in Nowra. There is an acknowledged need to increase employment opportunities in Culburra Beach. This means diversifying the economic base. The proposal for the managed foreshore, for the leisure hub, for the mixed use housing, and for the expended industrial area are intentionally introduced to create opportunities for new business to be developed.

Overall the proposal is considered to be fully consistent with the recommendations of the South Coast Sensitive Urban Lands Review.

It is considered that this proposal is fully consistent with the South Coast Regional Strategy and the Jervis Bay Settlement Strategy.

4.6 The Jervis Bay Settlement Strategy

The Jervis Bay Settlement Strategy (2003) is a joint Shoalhaven City Council and Department of Infrastructure, Planning and Natural Resources statement intended to guide future settlement and planning of the region.

The strategy makes several references to Culburra Beach, noting that there was a need to review the zoning of land zoned for urban development west of Culburra following the findings of the Commission of Inquiry (COI) into the proposed 800 lot subdivision on Long Bow Point.

The findings of the COI are summarised in Appendix 2 of the Strategy.

Elsewhere Culburra Beach is described in the hierarchy of settlements in the Jervis Bay region as a town. The exact standing of Culburra Beach in the hierarchy of settlements is somewhat uncertain. The recent opening of a Woolworths supermarket clearly moves Culburra Beach up on the local scale. The increase in population implied by this proposal will have the potential to enhance the range of services and facilities at Culburra Beach, suggesting that it might achieve the status of a district centre, providing some higher order services to Greenwell Point, Callala Bay, Callala Beach and Currarong.

The Strategy also refers to the Coastal Design Guidelines for NSW that may be used to guide the detailed design of urban areas. These guidelines have been used to give shape to this proposal.

4.7 Coastal Design Guidelines

The Coastal Design Guidelines for NSW were used to shape the development proposal. The Guidelines are described as a framework for analysing and understanding coastal settlements. The procedure advocated in the Guidelines for shaping urban development has been followed in this case. The Guidelines contains a series of local scale objectives which have been followed in the preparation of the proposal.

Culburra Beach is considered to be a coastal town; it is already too large in area and population to be a village.

As noted earlier, Culburra Beach has a unique form compared with all other coastal settlements in NSW. The understanding of both the positive and negative aspects of the form of Culburra Beach has been influential in shaping this significant expansion of the settlement. The alignment and design of the streets in this proposal are intended to achieve the primary aim of the Guidelines which is the re-inforcing of the street pattern.

The street layout conforms with the principles of street design in the Guidelines. The collector road is deliberately designed to connect to landmarks, vistas, focal points and land uses. The vista avenues are designed to reveal vistas of the coast and the surrounding aquatic environment. The edge streets deliberately define and give access to the extensive foreshore parklands. The street network is designed to facilitate movement through the new neighbourhood to the bus route, to cycleways and walkways that connect to the town centre.

It is considered that the street pattern re-inforces the existing street pattern in an exemplary manner.

The location of the development was determined after a long period of consultation with DOPI culminating in a forum held at Culburra Beach in 2010. It is a location where ecology, heritage, visual and urban values of the existing settlement and the surrounding context are not compromised. It is a new extension to Culburra Beach; it is in a location where existing infrastructure (water and sewerage), roads, public transport and community facilities can support new development. The proposal complies with the locational criteria set out in the Guidelines.

4.7.1 Assessment of the proposal in terms of the objectives

1. *to protect and enhance the cultural, ecological and visual character of the locality.*

The location of the proposal outside the catchment of Lake Wollumboola is designed to protect one component of the ecological character of the locality – Lake Wollumboola. The Crookhaven River and Curleys Bay and the aboriginal middens are considered to be equally important. Their protection, enhancement and elevation is significance through the proposals for the foreshore park are considered to be a major value enhancement for Culburra Beach.

The proposal is designed to enhance the visual character of Culburra Beach. There are several elements in the proposal that are designed to give added value to the visual experience of Culburra Beach.

2. *to limit coastal sprawl by establishing separation and greenbelts between settlements.*

The site was determined after extensive consultation with officers of DoPI. It is acknowledged to be an extended footprint that creates problems in achieving an efficient planning outcome in terms of land uses and infrastructure provision.

However the proposal is not considered to be sprawl.

3. *to integrate new development with surrounding land uses.*

The primary aim of the structure of the proposal has been to integrate the proposal with the existing town. Although there are proposals for some commercial uses in the new neighbourhood, these can be seen as complementary to the existing facilities rather than competing with them.

4. *to integrate land use with transport.*

The prime objective has been to plan a proposal that is well integrated within itself as well as being integrated with the existing town structure of land use and transport. The proposal very positively meets this objective.

5. *to protect local character.*

The proposal will change the local character around the town centre where higher densities than those that prevail are proposed. The height is as recommended in the Coastal Design Guidelines. It is not considered that the built form will be visually intrusive because the avenue planting that is proposed will be the visually dominating element when seen from the public domain – principally Culburra Road. The location of the higher density precinct is separated from the existing residential areas of Culburra and will have no visual impact on existing residences. The local character will not be impacted upon by the proposal.

6. *to encourage new coastal settlements to be appropriately located.*

Not applicable.

7. *to create neighbourhood services and facilities.*

The new neighbourhood is not large enough to be a fully self-contained and serviced urban unit. The services and facilities proposed are conceptualised as town services and facilities. These include the foreshore park, vista park, the oval and the leisure hub. Whilst it is anticipated that these facilities will benefit the new neighbourhood

these elements are not conceptualised as being exclusive to the new neighbourhood. Rather, these elements are seen as adding value to the whole community by diversifying the economic base of Culburra Beach.

The neighbourhood concept has relevance in terms of both the internal and external accessibility, that is, to the existing settlement. However accessibility to the services and facilities within the new neighbourhood from other parts of Culburra Beach is considered equally important. It is more a town expansion than a new neighbourhood.

Having followed the procedure advocated in the Coastal Design Guidelines in preparing the proposal it would be expected that the proposal complies with the Guidelines. In our opinion the proposal fully complies with both the principles, the details and the objectives set out in the Guidelines.

4.8 The Statutory Context of the Development Area

The relevant statutory instrument is the City of Shoalhaven LEP 1985. The zoning under that instrument is shown on Plan 11 Existing Zoning. The proposal comprises several land parcels which are considered below.

1. Land south of Culburra Road (part lot 5 and part lot 6 DP1065111).

This land is zoned part 2(c) and part 5(a).

The objectives of the 2(c) (Residential 'C' (Living Area) Zone) are:

'are to provide for new residential areas with a range of housing types with provision for urban facilities to serve the local community.

The proposal complies with this zone.

The objectives of the 5(a) (Special Uses 'A' Zone) are:

'to identify land for certain community facilities and service areas for off-street parking in private ownership.

2. Without development consent.

Nil

3. Only with development consent

The particular purpose indicated by scarlet lettering on the map; drainage, roads; utility installations (other than gas holders or generating works).

4. Prohibited

Any purpose other than a purpose for which development may be carried out only with development consent.'

The only use permissible with development consent is the particular purpose indicated by scarlet lettering on the map.

There is no scarlet lettering on the map. The way the zone is drawn suggests that this site is part of the adjoining police station and/or the adjoining retirement village. The site is under separate title and ownership from these adjoining uses.

Since there is no scarlet lettering we assume this is an error and have allocated the area to residential use.

This area is zoned R1 – General Residential in Shoalhaven Draft LEP 2009.

2. The Industrial zone (part lot 6 DP106511)

The land is zoned 4(a) (Industrial 'A' (General) Zone). The objectives of the zone are:

- (a) to provide for a wide range of general industrial development, including warehousing, processing and general service industries;
- (b) to allow non-industrial uses which are ancillary to industry;
- (c) to allow for retailing of bulky goods; and
- (d) to allow other non-industrial uses that do not significantly compromise the existing or potential industrial development of the area.

The proposal complies with this zoning.

3. The Major Estate (part lot 6 DP1065111 and part portion 61 DP755971).

This land is zoned 2(c) (Residential 'C' (Living Area) Zone).

The proposal complies with the objectives of the zone and the uses permissible in the zone. The zone permits a wide range of uses including the uses envisaged in the leisure hub and the mixed uses in The Circus.

4. The Vista Park (part lot 5 and part lot 6 DP 1065111).

This land identified for vista park is zoned part 3(f) (Business 'F' (Village) Zone) and part 7(a) (Environmental Protection 'A' (Ecology) Zone).

The objectives of the 3(f) zone area as follows:

'are to provide for village retail and business development to serve the needs of the village community and which is compatible with the village environment.'

The proposed use is permissible in the zone.

The objectives of the 7(a) zone are as follows:

'(a) to protect and conserve important elements of the natural environment, including wetland and rainforest environments;

(b) to maintain the intrinsic scientific, scenic, habitat and educational values of natural environments.

(c) to protect threatened species and habitats of endangered species;

(d) to protect areas of high biodiversity value; and

(e) to protect and enhance water quality in the catchment.'

Uses permissible only with development consent include 'roads and structures for education and recreational purposes which assist in promoting the area's ecological values'.

The cycle/walkway will traverse the 7(a) zone and may include minor ancillary structures such as interpretation panels and sheltered seating. Access to Vista Park increases the educational value of the adjoining environments.

It is considered that the use complies with the zone.

5. The Foreshore Park (part lot 6 DP1065111 and part portion 61 DP 755971).

This use is zoned 7(a) (Environment Protection 'A' (Ecology) Zone).

The objects of the zone and permissible uses are set out above.

A principal structural element of the proposal is the foreshore cycle/walkway which is aligned generally within this zone. This walkway is specifically designed to provide pedestrian and cycle access to and information about the significant ecological and cultural heritage items located with the zone.

It is considered that the use of the 7(a) zone as a managed foreshore park is compatible with the zone.

It is to be noted that the western 400m of the foreshore zone is cleared land right down to the waters edge (there is some vegetation retained on the lower

slopes). The zone boundary of a substantial part of this section of the 7(a) zone follows a rising main sewer line. We see no justification in this boundary alignment nor in zoning the cleared area 7(a); we flag that we will be seeking a rationalisation of this zone boundary at an appropriate time.

Draft Shoalhaven LEP 2009 was exhibited in 2011. Various submissions relating to that Draft were made to Council with respect to certain lands owned by the proponent. In general, the zonings proposed in the Draft replicate those of the Shoalhaven LEP 1985 with some minor exceptions.

With the exception of the 5(a) zoning which has no logical explanation, the proposal conforms in all respects to the statutory zoning provisions.

4.9 Shoalhaven LEP 1985

The primary statutory instrument is Shoalhaven LEP 1985. Shoalhaven Draft LEP 2009 was exhibited in July 2011.

The proposal complies with the zonings with the exception of the area zoned 5(a) special uses for which no purpose is specified and no purpose can be identified.

4.10 Shoalhaven DCP 071: Medium Density Code

The South Coast Sensitive Urban Lands Review recommends that higher than traditional densities should be achieved in the West Culburra project. Shoalhaven DCP 071 establishes almost suburban standards for medium density development. The height limit is 8.5m, essentially two storeys, and site area per unit controls range from 170m², for a small unit, to 460m² for a large unit. The proposal incorporates higher density development than that envisaged in the DCP. The reasons for this are the extremely limited areas available for any urban development within easy walking distance of the town centre. This is due to the morphology of Culburra Beach where the town centre is located on a narrow neck of land separating the main town area from the mainland. The sites identified for higher densities by the proponent are located immediately west of the town centre and are fully serviced. The sites are vacant and development can be staged to fit with demand.

The proposed 4-storey apartments exceed the height limit and the site area controls. It is proposed to prepare a site specific DCP for the proposal subject to the principles of height, density and siting being endorsed.

It is anticipated that the 4-storey apartments will be developed over at least a 20 year period.

4.11 Shoalhaven DCP 100: Subdivision Code

The DCP sets standards for roads and lot sizes. The minimum lot size is 500m² for conventional subdivisions and 350m² for small lot developments.

The proposed small lot 55+ housing has a minimum lot size of 300m². The site identified for this small lot development is within easy walking distance of the town centre. It is proposed to prepare a site specific DCP for the 55+ small lot development subject to the principles of design, density and siting being endorsed. The indicative outline plans of the 55+ housing are presented in Appendix V

The indications are that there is strong demand for this type of housing. It is proposed to develop more of this housing type in the new neighbourhood adjacent to the top-shop housing.

4.12 Shoalhaven Public Open Space Plan

The proposal includes an oval which can be adapted to a range of active recreational requirements.

Initial discussions with Council indicate that the proposed oval is satisfactory from a location viewpoint. The size can readily be adjusted to meet S94 open space requirements. The proposal is consistent with the Shoalhaven Public Open Space Plan.

The recently adopted plan also identifies a need for a passive open space area for each 250 dwellings, preferably located within easy walking distance of the dwellings. A number of locations have been canvassed with Shoalhaven Council. Although not identified on the plan it is considered that a passive open space to serve Stage 1 of the new neighbourhood could be located adjacent to the foreshore parkland at the foot of Vista Avenue East. The plan provides for co-location of open space and the proponents consider this to be an ideal location.

Part 5 - Key Issues and Undertakings

5.0 Key Issues

The key issues are considered to be:

1. Water Quality Management

This issue is addressed in the report 'Water Cycle Management Report' presented in Appendix P.

2. Flora and Fauna and loss of vegetation.

This issue is addressed in the report 'The Ecological and Riparian Issue and Assessment Report' presented in Appendix O.

3. The zoning issue.

This issue is considered in Section 4.8 of the Environmental Assessment.

4. The multiple use of the Foreshore Zone.

This issue is considered in Section 2.7 of the Environmental Assessment.

5. The density of residential development adjacent to Culburra Beach town centre.

This issue is considered in Section 3.3.2 and Section 10 (Visual Impact Assessment)

The proposal is not considered exceptional. It is essentially normal urban development set in a constrained ecology.

5.1 Matters of National Environmental Significance

There are no matters of national environmental significance arising as a consequence of the proposed development. This issue is considered in the flora/fauna report at Appendix O.

5.2 Assessment of the potential impacts and a draft Statement of Commitments

The principal potential impacts of the project are: (1) to the water quality in the Crookhaven Estuary and in Lake Wollumboola; (2) to the survival of the retained and conserved foreshore vegetation; (3) to the loss of foraging areas

for the threatened species; (4) and to the potential for loss of the 'village' atmosphere of Culburra Beach.

5.2.1 Water Quality

The outcomes in the water quality management report indicate that discharges into the various water bodies achieve the required standards.

There is a risk that the performance of one or other of the processes in the treatment train may not be achieved for one reason or another. To overcome these risks the consultants make the following recommendations:

1. Water quality treatment devices shall be installed to achieve post development nutrient loads that reflect existing loads at the Crookhaven River, Lake Wollumboola and Billys Island Islet;
2. The proposed treatment trains shall comply with Shoalhaven City Councils Sustainable Stormwater Management DCP (2012) and achieve NorBE at receiving environments;
3. To mimic the hydrological regime in the wetland areas, the catchment area discharging into the wetlands shall be reduced to ensure post development flows to these areas are comparable to pre-development flow;
4. All discharge points shall include outlet structures approximately designed to achieve dispersed flow into the wetland to mitigate impact such as localised scour.
5. A long term water quality monitoring program shall be implemented as part of the proposed development. It shall commence prior to construction works and continue in operation as required by the program. The monitoring program shall be reviewed and adapted as required by the monitoring results;
6. Impacts on downstream receiving environments during the construction phase shall be mitigated by implementation of sediment and erosion control structures in accordance with Landcom (2004) and best management practices.

5.2.2 Loss of Woodland and Foraging Habitat

The proponent understands that offsets will have to be negotiated for the loss of foraging habitat for threatened species.

The estimated area of woodland proposed to be cleared is 65.61ha.

The proponent considers that the rehabilitated foreshore areas should be taken into account as part of the offsetting arrangements.

The proponent considers land south of Culburra Road is very comparable xeric woodland and is an appropriate area for offsets. Some 45ha of the land at the intersection of Coonemia Road and Culburra Road is outside the catchment of Lake Wollumboola and theoretically available for development for urban purposes. Although this is not the intention of the proponent, it is an option for rural small holdings that the proponent considers a desirable form of settlement for the local economy.

The proponent endorses the hollow bearing tree protocol recommended in the flora and fauna report (see Appendix O).

5.2.3 The retained foreshore vegetation

The retained and conserved foreshore vegetation will involve the identification of areas of vegetation to be conserved and areas that require rehabilitation. The design and location of the cycle/walkway will be integrated with the findings of detailed ecological studies and the design of settings for the conservation of cultural artefacts (the middens); this will be integrated with the design of the bioretention swales and bioretention basins. The proponent commits to designing, undertaking the necessary work and managing the foreshore park for up to three years from completion. The work will be undertaken in stages concurrently with the rate of development of the residential development. This work will be undertaken in close co-operation with Council and the local community.

5.2.4 Zoning transgressions

The transgressions occur when certain aspects of the proposal are located in the catchment of Lake Wollumboola.

The four transgressions are: (1) the APZ to the medium density zone south of Culburra Road; (2) the southern edge of the industrial zone extension north of Culburra Road; (3) the alignment of the collector road through the saddle; and (4) the oval.

All of these transgressions are considered minor and justifiable in planning terms. None involves any discharge of surface water drainage into the lake catchment. All are reported upon in the Water Cycle Management Report (Appendix P).

5.2.5 The density of residential development

The community has expressed a desire to retain what is termed 'the village atmosphere' of Culburra Beach and are opposed to higher density forms of development, particularly high rise.

The sensitive lands review panel, and the proponents consultant planners, support higher densities; the panel throughout the existing area of Culburra

Beach, the consultants planners specifically within walking distance of Culburra Beach town centre.

The proponent proposes development up to four stories on the western side of the town centre, ultimately on both sides of Culburra Road. This location is removed from the existing development of Culburra Road and will have negligible impact on the 'village atmosphere' of the existing township. It will only be seen when entering or exiting the town.

In our view the aim to increase the residential density of unused vacant land adjacent to the town centre is sound planning policy. Any effects will be visual rather than functional. And they will be negligible (see Visual impact Assessment – Appendix U).

5.3 Offsets

The proponent acknowledges that offsets will be required.

The proponent has engaged the services of a bio-banking specialist to report on this matter. The proponent owns other lands which are considered comparable to the woodland that is to be cleared from the development.

In addition the proponent considers that weed eradication in the foreshore zone and rehabilitation of certain vandalised mesic communities, together with the active conservation of the culturally significant middens should be taken into account in determining the appropriate ratio of offsets to woodland cleared.

The report of the bio-banker will be submitted when it becomes available which is anticipated in a few weeks time.

Part 6 - Costings

The following letter from Allen Price and Associates indicates a cost of \$29,154,950 for 671 lots, \$43450.00 per lot. The total number of lots in the Part 3A application is 671 yielding a Capital Investment Value of \$29,154,950.00.

The proposal will be staged over an estimated 10 years. It is assumed that Development Application and detailed construction drawings will be submitted to Council for each stage. The size of each stage is expected to be approximately 100 lots but may vary once the take-up rate is established.

The Allen Price and Associates letter is overleaf.



allen, price & associates
land and development consultants

28 November 2012
Our Ref: 25405 MJPrmf
Your ref: MP09_0088

Director-General
Department of Planning and Infrastructure
GPO Box 39
Bridge Street Office
SYDNEY NSW 2001

Dear Sir/Madam

PROPOSED MIXED-USE SUBDIVISION AT WEST CULBURRA FOR REALTY REALIZATIONS PTY LIMITED

I refer to the DGEARS issued for the above project and specifically the requirement to obtain a Quantity Surveyors Certificate of Cost to verify the Capital Investment Value of the project.

APA has extensive experience in the project management of all subdivision activities for many projects throughout the Shoalhaven LGA. As part of this work, we collect actual cost data to enable us to estimate the cost of undertaking subdivision development activities. We also are engaged by various financial institutions as quantity surveyors to undertake cost estimation and loan "draw down" verification activities.

Section 3 of the Major Projects SEPP determines that "Capital Investment Value" is defined as per the Environmental Planning and Assessment Regulation 2000. Section 3 of the Regulation defines this as follows:

capital investment value of a development or project includes all costs necessary to establish and operate the project, including the design and construction of buildings, structures, associated infrastructure and fixed or mobile plant and equipment, other than the following costs:

- (a) amounts payable, or the cost of land dedicated or any other benefit provided, under a condition imposed under Division 6 or 6A of Part 4 of the Act or a planning agreement under that Division,
- (b) costs relating to any part of the development or project that is the subject of a separate development consent or project approval,

75 Plunkett Street, Nowra NSW 2541 • PO Box 73, Nowra 2541
tel 02 4421 6544 • fax 02 4422 1821 • email consultants@allenprice.com.au
directors RJ Douglas, AR Aulsebrook, MJ Philpott, MA Klein • associates PW Rowell

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Ross Douglas Surveys Pty Limited
Taylinda Pty Limited
Pororoca Pty Limited
Kryssning Pty Limited



- (c) land costs (including any costs of marketing and selling land),
- (d) GST (within the meaning of [A New Tax System \(Goods and Services Tax\) Act 1999](#) of the Commonwealth).

In accordance with the above definition, the estimated cost per lot is broken up as follows:

• DA Costs/Consultants Reports (pre DA)	\$ 550
• Consultants (post DA)	\$ 4,920
• Civil Construction incl. site clearing (*)	\$29,000
• Underground Electricity	\$ 4,600
• Telecommunications	\$ 1,000
• Landscaping/Water Quality	\$ 2,400
• Water Services	\$ 680
• Council Design and Inspection Fees	<u>\$ 300</u>
TOTAL	\$43,450/lot (excluding GST)

(*) – excluding possible latent conditions

Therefore, the Capital Investment Value is \$29,154,950 for 671 lots.

Please note that Developer Contributions (Section 94 contributions for local infrastructure and Section 64 contributions for water and sewer) have been excluded from the above cost estimate.

If you wish to discuss this matter further, please do not hesitate to contact the writer.

Yours faithfully
ALLEN, PRICE & ASSOCIATES

M J Philpott