



Andrew Beattie - Online Submission from kenneth mcneilly (support)

From: kenneth mcneilly <mcken2@tadaust.org.au>
To: Andrew Beattie <andrew.beattie@planning.nsw.gov.au>
Date: 21/02/2011 1:53 PM
Subject: Online Submission from kenneth mcneilly (support)
CC: <assessments@planning.nsw.gov.au>

I support the Central Option as the logical route for the new link road

Name: kenneth mcneilly

Address:
2 vance pl north nowra nsw 2541

IP Address: 112-213-193-96.bb.ispone.net.au - 112.213.193.96

Submission for Job: #134 Concept Plan Application
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

Andrew Beattie

P: 02 9228 6384
E: andrew.beattie@planning.nsw.gov.au

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②

From: Bonnie Greene <bonniegreene@people.net.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 21/02/2011 12:29 pm
Subject: North Nowra Link road Support

I support Central Option (1) Pitt St to Nerang Rd.

Bonnie Greene
6 Tindall Place
North Nowra NSW 2541

③

From: Alan & Betty Dixon <abdixon@shoalhaven.net.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 23/02/2011 4:52 pm
Subject: link road

I Alan Ross Dixon and wife Freda Betty Dixon
resident at 19a Cotton Palm Dr; Nth Nowra 2541

wish to state that our preferred route for the link road is the CENTRAL
OPTION - Pitt St to Nerang Road.

our nr 2 choice would be Northern Option - West Cambewarra Rd to Moss
Vale Rd

④

Andrew Beattie - Bomaderry creek option

From: "estelle burgess" <stelley1@bigpond.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 22/02/2011 7:34 PM
Subject: Bomaderry creek option
CC: "Dorothy Fry" <blibli@shoal.net.au>

The only option if there has to be a choice is in my opinion Is the northern option. Reasons for this

- Traffic entering onto the highway at Nerang is entering into a round about that would become even more congested then Illaroo Road.
- for traffic heading North the exit would be so much quicker at the round a bout at McDonalds.
- Long after this generation goes the uniqueness of the Bomaderry creek if retained and nurtured and manage correctly would be a valuable treasure in the never ending urban sprawl that is spreading into the north of Nowra.
- Humans in the future are going to need place like Bomaderry creek to find peace and tranquillity in a world where we are moving away from what makes us happy. Ask any one from Sydney what they love about the Shoalhaven, Why do they put up with traffic crawl to leave the city behind if only for a weekend.
- The precious area in Sydney that have been keep like Bradley head and the walk from the Spit to Manly are so precious now.
- We need to look at the big picture and fly over our North Nowra area. Bush corridors extending from the creek to the rivers edge Bangalee Crams road Tapitallee should all have planned recreational areas for children to explore, people to relax, Kids to use their imaginations.
- Once a road goes through the creeks main area the whole ambience of the Creek would change. The litter, broken bottles, and unfortunately all the pollution that comes from humans.
- Lets set a example for other towns and preserve and treasure what we have before it is too late .
- I am sure in 50 years we would have no regrets.

Regards Estelle Burgess.

④

Andrew Beattie - Link road to no where

From: "estelle burgess" <stelley1@bigpond.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 28/02/2011 4:02 AM
Subject: Link road to no where
CC: <information@planning.nsw.gov.au>

North Nowra link Road

I am a north Nowra resident. I do not think the North Nowra link road will solve the traffic delays on school days along Illaroo road. The princes h'way is exactly the same at this time of day. Before 8.15 and after 9 the traffic moves with out a problem. School holidays no problem. The money spend on this project could have very much gone towards a Foot /cycle bridge over Bomaderry creek, cycle recreational and wheel chair friendly tracks around the creek and it would have been a great tourist attraction to be enjoyed for years to come.

The current problems are being caused mainly by the Schools location and any further expansion to the schools on both these routes will exacerbates the problem

Also the direction to Sydney is personal. As a local we often say do you go Shoalhaven Heads way or Berry, ? This is also a personal preference.

So the question I ask is who is going to use this link road?.

A) people catching the train-? Personally I would still come down Illaroo road and turn at the Meroo lights

B) North Nowra resident going to work across the bridge at 8.25 ? Situation on the Princes no different to ILLAROO!

(C) North Nowra resident going to Sydney via Shoalhaven heads way?

Yes the person who will use this link road is the person going to the Bomaderry Pool, Bomaderry High and heading to Sydney via Berry.

So in your many surveys of millions of \$\$\$ at the local library i could see nothing that surveyed the direction and actual need of the resident.

South nowra has a huge problem all the time affecting a greater number of people and businesses. I live in north Nowra I walk some days takes 3/4 of hour, cycle, or leave before 8.10 and have no problems. People in Nowra do not know how lucky we are. We whinge about minor delays. THIS IS NOT A PRORITY.

It has become totally politcal and money could have been spent in a much more productive project. Some good old fashion common sense is what is needed.

Regards Estelle Burgess
 North Nowra resident.

4

From: "estelle burgess" <stelley1@bigpond.com>
To: <plan_comment@planning.nsw.au>
CC: "Ward, Gareth" <Gareth.Ward@shoalhaven.nsw.gov.au>
Date: 13/03/2011 11:27 am
Subject: Lots of honest questions

Can you disagree with this

1) The proposed preferred options by council will run within 50meters of the regional park family picnic area.

2)The park will be more vulnerable to vandalisms and pollution from litter.

2) The strand of Grey Gums that stretch along the south side of the preferred Council option is home to the Yellow -bellied glider.

3)the easement as it now is safe for animals to cross and is now becoming increasingly vegetated with Kangaroo grass and a very rare wattle.

4)The cost of the bridge across this Nerang section is very flawed as a Engineer I have spoken to said they have not even costed the price of stabilising a crane to manoeuvre the concrete structures. Also the size and thickness is so much bigger it would make the crossing at Cambewarra road Option in comparison seem like a toy bridge a third of the price.

5) if Cambewarra southern option goes ahead this can be passed at a state level and we can get the job done.

6) Cambewarra option will come out at a much quieter less congested area for quick exit to Sydney and Bomaderry area.

7) Cambewarra option will not have the environmental impact on this unique Flora and fauna park

I live in rock Hill road North Nowra I would not use the Nerang option because it comes out at the Anglican school and tafe hill and the problems there on the h'way is worse then Illaroo road.

8) Congestion at illaroo road is caused by children hitting the pedestrian button and wandering across like browns cows. There is no management happening there to help the traffic flow through at peak time. A overhead bridge would help and a place for buses to pull over would also be sensible. Yes their is room for all this. Council has done nothing to rectify this.

9) people are sick of the waste of money that has been spent on this. originally the Cambewarra road was the sensible and less environmentally offensive way. Especially suitable for the growth happening in Tapitallee, Bangalee, Gypsy point.

10) Nerang road will offer no solution to our traffic problem. the cost will sky rocket well over the estimated cost. There is totally lack of planning for the facilities and services between the picnic area and the highway.

11)There has been no momentary value put on to the loss of a priceless environmental area as their is no perceived commercial value to this area.

12) AECOM tells us that the greatest constraints to the efficient movement to Nowra from the north is the bridge yet councils seems to think that this will postpone the need for a bridge.

13) council has been blinkered by their Pltt/Nerang and prevented honestly examine the different options.

14) There is only one viable option on the edge of the bushland Cambewarra road .In 1993 the bushland won a major court battle to stop the road .Why did council then refuse to use the Cambewarra option, WE have won a milestone for professional park management in 2002 why are we still going backwards.

Yours sincerely
Estelle Burgess 2 Lucas St North Nowra

⑤

Andrew Beattie - North Nowra Link Road

From: "aktlbruce@bigpond.com" <aktlbruce@bigpond.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 22/02/2011 12:06 PM
Subject: North Nowra Link Road

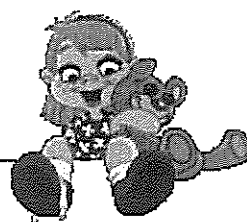
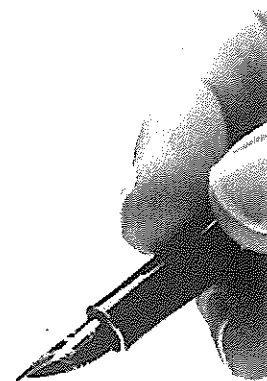
My preferred option is:

1. Central Option - Pitt St to Nerang Rd, largely along existing transmission service track.

As a North Nowra resident this will be a more beneficial route.

Kind regards

Anne Bruce
North Nowra Resident



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⑥

Andrew Beattie - Re: Steele Family Options

From: "Jeanette" <rh.steele@bigpond.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 22/02/2011 10:50 AM
Subject: Re: Steele Family Options

North Nowra Link Road. Sorry.

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

From: plan_comment plan_comment
Date: 2/22/2011 10:07:10 AM
To: Jeanette
Subject: Re: Steele Family Options

Good morning,

Please advise which project you are referring to so your submission can be forwarded to the correct planning officer.

Kind 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

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>>> "Jeanette" <rh.steele@bigpond.com> 22/02/2011 9:57 am >>>

Our option is the Pitt St to Nerang Road.

Yours faithfully,

Ronald H. Steele

Jeanette A. Steele
James D. Steele

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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.

(7)

Andrew Beattie - north nowra link road

From: "Ian and Kathy Lovelock" <iklovelock@bigpond.com>
To: <andrew.beattie@planning.nsw.gov.au>
Date: 21/03/2011 11:55 AM
Subject: north nowra link road

The controversial proposed road Narang to Pitt st, put forward by the Shoalhaven City Council should have been abandoned 20 years ago when the Bomaderry Regional Park was established. There is and always has been a viable alternate road. West Cambewarra Road was a through road and could easily be developed to take some motor vehicle traffic from the congested intersection at Illaroo road - Princes Hwy at the bridges crossing the Shoalhaven river.

Thank you for your attention.

Ian Lovelock

Andrew Beattie - I wish to reply to Matt Brown's letter on 18th Feb 11 regarding a " Link road " proposed to cut through the centre of the Bomaderry bushland.

From: "Ian and Kathy Lovelock" <iklovelock@bigpond.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 22/02/2011 10:43 AM
Subject: I wish to reply to Matt Brown's letter on 18th Feb 11 regarding a " Link road " proposed to cut through the centre of the Bomaderry bushland.

I wish to reply to Matt Brown's letter on 18th Feb 11 regarding a " Link road " proposed to cut through the centre of the Bomaderry bushland.

This is an absurd suggestion, that this road [if constructed] will ease traffic congestion at the junction of Illaroo road and the Princes Highway. In fact, it will have the opposite effect, because as the Minister clearly states, Quote " intended purpose for more residents ".

Numerous roads at various places are poised at the edge of this bushland in readiness for development of residential lots.

In a twinkle of an eye, I can foresee hundreds if not thousands of people, most with motor vehicles, living in this bushland, with the result of increased motor traffic congestion, whether it be on Illaroo road or the Princes Highway.

What is needed of course is a 3RD Bridge over the Shoalhaven river, but that wont happen for another 70 plus years plus [eg the original steel bridge was built in 1880, the other was in 1980] it follows then that 2070 would be the average.

Therefore, the only option to somewhat ease this congestion would be the West Cambewarra road. The entrance to this road is only a couple of hundred metres from the entrance to Pitt st. and be far cheaper to construct than the preferred Central Option, which some ten years ago the quote to build a bridge on this route over the deep Bomaderry Creek ravine was then 7 million dollars. What would the cost be today ??

The West Cambewarra Rd, would be far more beneficial for those North Nowra motorists wanting to go north, connecting to the Princes Hwy or to Cambewarra and Kangaroo Valley roads and beyond.

The Shoalhaven City Council along with the Bernie Regan Sporting Trust are developing large sporting fields at the intersection of West Cambewarra Rd and Illaroo Road. This road would be a direct link for those sports minded people [and others] from the northern areas, by not having to travers the existing congestion at the Illaroo road Princes Hwy intersection at the bridge.

This West Cambewarra road could and should have been built 20 years ago.

Thank you

Ian Lovelock
45 Chittick Ave
North Nowra
NSW 2541



Andrew Beattie - Online Submission from Ronald Carter of Home owner (support)

From: Ronald Carter <rrcarter@shoal.net.au>
To: Andrew Beattie <andrew.beattie@planning.nsw.gov.au>
Date: 21/02/2011 10:23 PM
Subject: Online Submission from Ronald Carter of Home owner (support)
CC: <assessments@planning.nsw.gov.au>

The North Nowra Link Road should be built on the basis of the Southern Option. It would be even better to leave Illaroo Road at McMahons Road to better serve the larger North Nowra.
Why wasn't a map included in the communication to residents? The proposed route descriptions are far too vague.

Name: Ronald Carter
Organisation: Home owner

Address:
9 Morschel Ave
North Nowra

IP Address: cpe-58-166-114-241.lnse5.clt.bigpond.net.au - 58.166.114.241

Submission for Job: #134 Concept Plan Application
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Site: #121 North Nowra Link Road
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Andrew Beattie

P: 02 9228 6384
E: andrew.beattie@planning.nsw.gov.au

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⑨

Andrew Beattie - Online Submission from matthew whitbread (support)

From: matthew whitbread <surf2live@live.com.au>
To: Andrew Beattie <andrew.beattie@planning.nsw.gov.au>
Date: 24/02/2011 6:59 PM
Subject: Online Submission from matthew whitbread (support)
CC: <assessments@planning.nsw.gov.au>

My choice is Option 1

I Have several reasons for choosing Option 1 over The others..

Option 1 Route follows an existing cleared service road whereas untouched bushland Would have to be destroyed for almost the entire length of option 3..

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. It caters for everybody's needs..

Name: matthew whitbread

Address:
21 hawken rd tomerong nsw 2540

IP Address: ppp121-44-208-224.lns20.syd7.internode.on.net - 121.44.208.224

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Andrew Beattie

P: 02 9228 6384
E: andrew.beattie@planning.nsw.gov.au

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Andrew Beattie - Online Submission from Kerry Maher (support)

From: Kerry Maher <kerrymaher@ymail.com>
To: Andrew Beattie <andrew.beattie@planning.nsw.gov.au>
Date: 25/02/2011 12:57 PM
Subject: Online Submission from Kerry Maher (support)
CC: <assessments@planning.nsw.gov.au>

I prefer the Central solution as it would not only be best for where I live but would be the closest access pt for most of the residences past the Illaroo Rd and McMahons Rd roundabout.

Name: Kerry Maher

Address:
9 Goolagong St North Nowra 2541

IP Address: cpe-138-130-71-240.lns1.clt.bigpond.net.au - 138.130.71.240

Submission for Job: #134 Concept Plan Application
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Andrew Beattie

P: 02 9228 6384
E: andrew.beattie@planning.nsw.gov.au

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To the Director General

15th March, 2011

Department of Planning

GPO Box 39

Sydney NSW 2001

Attention: Mr. Andrew Beattie

Dear Sir,

North Nowra Link Road – letter supporting Option 1 (Central Route) from Pitt Street to Narang Road.

I am writing this as a concerned resident and property owner in West Cambewarra Road which as you know is adjacent to the northern route option, Option 3. My house is the last in the street so to speak, at the eastern end and my property borders with the Bomaderry Creek reserve, making it only about 20 metres from the creek itself.

Every day West Cambewarra Road sees a steady stream of walkers, joggers, cyclists and bushwalkers taking advantage of the road's quiet and almost traffic-free environment and ready access to bush tracks into the reserve. The bird life here is both prolific and varied, the bush is beautiful with it's towering Spotted Gums. The creek abounds with Water Dragons, Kingfishers, Frogs etc.

It disturbs me greatly to hear people from certain action groups professing to know all there is to know what is best for North Nowra people and where the road should be routed when it's leaders and many of it's supporters do not live in North Nowra nor are affected by this issue. I don't like the prospect of these people getting their way, then having North Nowra residents being left with a white elephant.

I have studied council's document, and my conclusion is this: that whichever route is chosen will be damaging to the environment. Therefore it comes down to which route will attract the greatest amount of traffic flow to alleviate the bottleneck at the Illaroo Road traffic lights and best serve the present and future population growth of North Nowra.

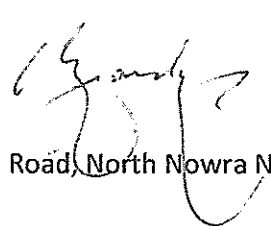
I strongly believe that Option 1 presents the best solution, my reasons are attached.

I have no political affiliations nor have I donated to any political party.

Yours faithfully,

Mr. Roger Hardy

39 West Cambewarra Road, North Nowra NSW 2541



Reasons why Option 1 should be chosen.

1. The Option 1 route follows an existing, permanently cleared services corridor whereas virgin bushland would have to be destroyed for almost the entire length of Options 2 and 3 routes.
2. Noise, air pollution and lifestyle: there are fewest newly-affected residents along the Option 1 route.
3. The Option 1 link road is shortest in length of all the options.
4. Option 1 has the least impact on Aboriginal sites and is supported by the Aboriginal community.
5. Option 1 would attract the most amount of traffic from North Nowra residents requiring a northern outlet from Nowra AND, present a viable alternative southern route into the Nowra CBD thereby best alleviating congestion at Princes Highway / Illaroo Road intersection.
6. 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 (1800 home-sites proposed) as well as to existing residential and shopping areas of North Nowra.
7. The Option 1 existing Narang Road roundabout 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. There would be no disruption to highway traffic during the construction phase of a central route.
8. Option 1 would have the added benefit of providing best access to bushland to combat a bushfire event.
9. Option 1 is not considered to be flood prone, whereas land at the Option 3 creek crossing is.

The combination of the above points provide Option 1 with **best cost justification**.

An Option 3 route would impact heavily on every single property owner along WC road and vicinity of the Illaroo road bend – many more than Option 1.

The ambience of a naturally beautiful West Cambewarra Road, wildlife habitat to numerous bird, animal, and native plant species would be totally destroyed should Option 3 become a reality.

Andrew Beattie - Online Submission from Roger Hardy (support)

(11)

From: Roger Hardy <hardyrog@hotmail.com>
To: Andrew Beattie <andrew.beattie@planning.nsw.gov.au>
Date: 15/03/2011 5:13 PM
Subject: Online Submission from Roger Hardy (support)
CC: <assessments@planning.nsw.gov.au>

As a concerned resident and property owner at the eastern end of West Cambewarra road bordering Bomaderry Creek reserve, I strongly support Option 1 (Central Route). My reasons and comments follow...

1. The Option 1 route follows an existing, permanently cleared services corridor whereas virgin bushland would have to be destroyed for almost the entire length of Options 2 and 3 routes.
 2. Noise, air pollution and lifestyle: there are fewest newly-affected residents along the Option 1 route.
 3. The Option 1 link road is shortest in length of all the options.
 4. Option 1 has the least impact on Aboriginal sites and is supported by the Aboriginal community.
 5. Option 1 would attract the most amount of traffic from North Nowra residents requiring a northern outlet from Nowra AND, present a viable alternative southern route into the Nowra CBD thereby best alleviating congestion at Princes Highway / Illaroo Road intersection.
 6. 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 (1800 home-sites proposed) as well as to existing residential and shopping areas of North Nowra.
 7. The Option 1 existing Narang Road roundabout 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. There would be no disruption to highway traffic during the construction phase of a central route.
 8. Option 1 would have the added benefit of providing best access to bushland to combat a bushfire event.
 9. Option 1 is not considered to be flood prone, whereas land at the Option 3 creek crossing is.
- The combination of the above points provide Option 1 with best cost justification.
An Option 3 route would impact heavily on every single property owner along WC road and vicinity of the Illaroo road bend ? many more than Option 1.
The ambience of a naturally beautiful West Cambewarra Road, wildlife habitat to numerous bird, animal, and native plant species would be totally destroyed should Option 3 become a reality.
It disturbs me greatly to hear people from certain action groups professing to know all there is to know what is best for North Nowra people and where the road should be routed when it's leaders and many of it's supporters do not live in North Nowra nor are affected by this issue. I don't like the prospect of these people getting their way, then having North Nowra residents being left with a white elephant.
I have no political affiliations nor have I donated to any political party.

Name: Roger Hardy

Address:
39 West Cambewarra Road, North Nowra NSW 2541

IP Address: 58-6-188-44.dyn.iinet.net.au - 58.6.188.44

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Andrew Beattie

P: 02 9228 6384

E: andrew.beattie@planning.nsw.gov.au

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(11)

Andrew Beattie - North Nowra Link Road Preference

From: roger hardy <hardyrog@hotmail.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 25/02/2011 6:31 PM
Subject: North Nowra Link Road Preference

To the Director, Major Projects Assessment, Dept of Planning.

Re. North Nowra Link Road options submitted by Shoalhaven Council.

As a North Nowra resident my preferred route Option is based on an examination of council's environmental impact study, a personal knowledge of the Bomaderry Creek area and a desire to see this matter resolved fairly for existing and future residents of North Nowra.

My preference agrees with council, that Option 1, the Central route be chosen for our North Nowra link road.

I have chosen to compare Option 1 with Option 3 and list the following reasons why I believe Option 1 to be the sensible choice.

Reasons why Option 1 should be chosen over Option 3.

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 are affected in choosing Option 1 over Option 3.

Noise, air pollution and lifestyle: there are fewer newly-affected residents along the Option 1 route compared to Option 3.

Less noise mitigation work is required for Option 1.

The Option 1 link road is more cost effective and shorter in length.

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

shopping areas of North Nowra.

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

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

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

The ambience of a quiet and serene West Cambewarra Road, used for passive recreation by many North Nowra residents and visitors for walking, running, and cycling, both along the road and through adjacent bush tracks in and around the creek area, would be totally destroyed should Option 3 become a reality.

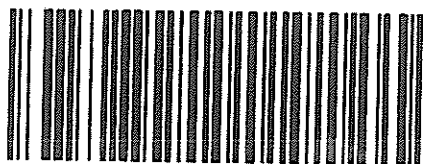
On the subject of biodiversity, the beautifully natural West Cambewarra Road region is home to Owls, Kookaburras, Kingfishers, Finches, Wrens, Mudlarks, Cockatoos, King Parrots, Parakeets, Wattle Birds, Rosellas, Water Dragons, Frogs, Lizards, Kangaroos, Magpies and Snakes to name a few, with tall stands of majestic Spotted Gum and the giant Casuarina - an important food source for the Yellow-tailed Black Cockatoo. An Option 3 link road would see this precious habitat gone forever.

Please feel free to contact me should you wish to discuss this email.

regards,

Roger Hardy

(h)4423 2527 (m)0413 845940



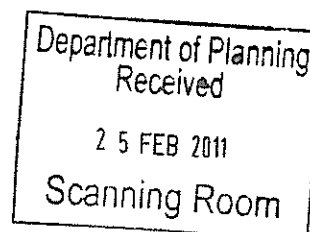
PCU019952

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Mr. & Mrs. J.M.I. Paiva
103 Judith Drive
North Nowra NSW 2541

24 February, 2011

Director, Major Projects Assessment,
Department of Planning,
GPO Box 39
SYDNEY. NSW 2001.



Dear Sir,

NORTH NOWRA LINK ROAD

As can be seen from the above address, my wife and I live in North Nowra. We have viewed the 3 options for the proposed Link Road, which are currently on exhibition at the Nowra Library.

We believe that Option 1, the Central Option – Pitt Street to Nerang Road, largely along the existing transmission service track – is the most logical and cost-effective option. We are in favour of work commencing on this project ASAP.

Too long has this project been delayed by minority groups who see problems where none exist. If they were around when the Bolong/Gerroa Road through the Seven Mile Beach National Park was proposed, that road too would never have been built.

We request you to please heed the view of the majority and get this sorely needed Link Road completed on a priority basis.

Yours sincerely,

(Mr. & Mrs. J.M.I. Paiva)

(13)

Andrew Beattie - Online Submission from Mary Preece (other)

From: Mary Preece <mary@bundanon.com.au>
To: Andrew Beattie <andrew.beattie@planning.nsw.gov.au>
Date: 28/02/2011 9:01 PM
Subject: Online Submission from Mary Preece (other)
CC: <assessments@planning.nsw.gov.au>

After a thorough reading of all documents I can see that the central route- Option 1 is the most preferable. As a bushwalker making regular use of the park from the Nerang Rd end, My concern is that in planning for this option, the concept designs do not appear to allow for exit from Nerang Road into picnic area/start of the creek walks. A safe two way underpass or access route would be needed just over the bridge crossing Bomaderry Creek, to enable walkers to park in the car park and exit either to the Bomaderry side or the North Nowra side onto the new link road safely.

Name: Mary Preece

Address:
5/8 Regent Place
Bomaderry

IP Address: pa175-38-80-110.pa.nsw.optusnet.com.au - 175.38.80.110

Submission for Job: #134 Concept Plan Application
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

Andrew Beattie

P: 02 9228 6384
E: andrew.beattie@planning.nsw.gov.au

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14

Andrew Beattie - Online Submission from Diana Davey (support)

From: Diana Davey <di.davey2@gmail.com>
To: Andrew Beattie <andrew.beattie@planning.nsw.gov.au>
Date: 1/03/2011 7:29 PM
Subject: Online Submission from Diana Davey (support)
CC: <assessments@planning.nsw.gov.au>

My husband & I have viewed all the documents and submissions and we agree with councils' preferred option No 1 (Central). It appears to meet all the necessary requirements relating to environmental issues, recognition of aboriginal sites, lower financial cost and other requirements than other options, it will also affect the least number of residents in the long term. The submission is balanced, non-biased and council should be congratulated for such an excellent report.

Name: Diana Davey

Address:

7 West Cambewarra Rd, North Nowra, NSW 2541

IP Address: cpe-138-130-112-250.lns4.clt.bigpond.net.au - 138.130.112.250

Submission for Job: #134 Concept Plan Application

https://majorprojects.onhiive.com/index.pl?action=view_job&id=134

Site: #121 North Nowra Link Road

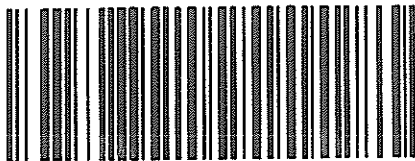
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Andrew Beattie

P: 02 9228 6384

E: andrew.beattie@planning.nsw.gov.au

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PCU020111

15

1/85 ILLAROO RD
NORTH NOWRA.

28. 2. 11.

Dept of Planning
G.P.O BOX 39
SYDNEY.

Department of Planning
Received

2-MAR-2011

Scanning Room

The director
Major Projects ass.

Dear Sir,

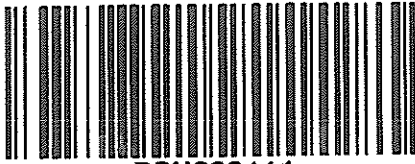
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options of a proposed
link road for North
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I favour the member
one submission
namely Pitt ST to
Mersey Rd.

I remain
Yours
M. E. Prosser

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1/85 ILLAROO RD
NORTH NOWRA.



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M. E. Prosser

M. E. PROSSER.

1/85 ILLAROO RD
NORTH NOWRA.

Dinuka McKenzie - Site #121 North Nowra Link Road

16

From: Ralph Cook <cookralph@gmail.com>
To: <dinuka.mckenzie@planning.nsw.gov.au>
Date: 7/03/2011 9:39 AM
Subject: Site #121 North Nowra Link Road
Attachments: NN_Link_Road_options.pdf

Hi Dinuka,

I have received an automated response from Andrew Beaties email address that he is away until 16th March, 2011.

This is in response to our submission with respect to the North Nowra Link Road.

I am concerned that our submission may not reach Andrew in time therefore I attach our response just in case.

If this could be attached to the file for consideration, it would be appreciated.

Many thanks,
Ralph Cook

--

Ralph Cook

- 11 West Cambewarra Road North Nowra 2541 Australia
- Phone **home** (61 2) 44214887
- **Mobile** 0412 347333

11 West Cambewarra Road

North Nowra 2541

Phone 02 44214887 / 0412347333

Re North Nowra Link Road Options

We have lived in West Cambewarra Road for 13 years being the last to build in the street.

We support Option 1, the central option because;

1. It provides greater access to the majority of the population of North Nowra as it easily accessed via Pitt Street and Illaroo Road from both directions. It is closer to the main population of North Nowra and more would use this route rather than travelling further to West Cambewarra Road to access Nowra or areas to the north.
2. The volume of traffic from North Nowra is greater accessing Nowra rather than accessing areas to the North eg Bomaderry, Princes Highway north therefore it would be assumed that traffic volumes from Nowra to North Nowra would be greater than that from Bomaderry or areas further north.
Therefore traffic travelling from Nowra to North Nowra would be far more inclined to use Option 1 and travel along the Princes Highway to Nerang Road to access North Nowra.
Traffic from Nowra would be less inclined to travel to Moss vale Road to access North Nowra as it means a greater travelling distance and time and means that traffic would need to travel in one direction then double back to reach their destination.
3. The Illaroo Road/ West Cambewarra intersection is a dangerous one now due to the poor visibility in each direction due to the severe bend in the road. Illaroo Road at this intersection has long straight approaches (through rural areas to the west) which tends to accelerate traffic speeds irrespective of the speed limit. At present this causes eastbound traffic to cut the corner on the bend and drift onto the westbound lane. Traffic control measures at this intersection (roundabout) would not stop speeding in both directions and could lead to accidents at this intersection.
4. Increased traffic movements to West Cambewarra Road due to new sporting facilities at Bernie Regan Oval (new synthetic hockey field, cricket etc) would put pressure onto any new traffic control measures at West Cambewarra Road. This would not occur at Illaroo Road / Pitt Street intersection as it is within a controlled residential area and likely to be reduced to a 50km speed limit.

5. There would be far less noise emanating from traffic effecting residents if the route where to be along Nerang Road. There are no residents adjacent to the proposed road. No noise barriers would be necessary. No nearby residents would need to directly access the road
6. The road approaches and bridge would need to be constructed at a high level due to periodic flooding at Bomaderry Creek at the end of West Cambewarra Road. The most recent heights of the level of water in Bomaderry Creek during peak rainfall was taken by surveyor Mike Wells when he lived in West Cambewarra Road and appears to be greater than the level exhibited. This would mean that the construction cost of the crossing would be greater for Option 3 than Option 1.
7. Option 3 intersection at Moss vale Road would involve a roundabout which is close to the roundabout at existing Princes Highway roundabout reducing traffic flow and impacting heavily on the existing congested roundabout during peak traffic times.
8. Developing growth areas near Pitt Street / Crams Road would be able to easily access and use Pitt Street to access Nowra and North. They would be less inclined to use West Cambewarra Road.
9. Less bushland would be removed for Option 1 than Option 3.

I trust that the above comments in support of Option 1 will be considered in a favourable light and thank you for the opportunity of commenting.

Yours faithfully,

Ralph and Christine Cook.

Andrew Beattie - Online Submission from Ralph Cook of Private (support)

From: Ralph Cook <cookralph@gmail.com>
To: Andrew Beattie <andrew.beattie@planning.nsw.gov.au>
Date: 6/03/2011 11:04 PM
Subject: Online Submission from Ralph Cook of Private (support)
CC: <assessments@planning.nsw.gov.au>
Attachments: NN Link Road options.pdf

I attach submission in support of Option 1 over Option 3

Name: Ralph Cook
Organisation: Private

Address:
11 West Cambewarra Road, North Nowra 2541

IP Address: - 119.225.6.6

Submission for Job: #134 Concept Plan Application
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

Andrew Beattie

P: 02 9228 6384
E: andrew.beattie@planning.nsw.gov.au

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11 West Cambewarra Road

North Nowra 2541

Phone 02 44214887 / 0412347333

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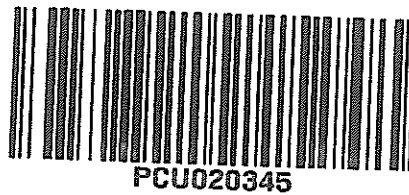
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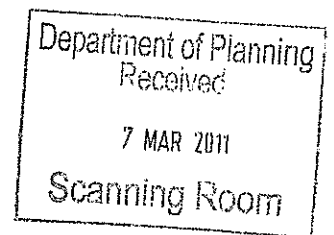
Yours faithfully,

Ralph and Christine Cook.

TREVOR SMITH
18 URANNA AVENUE
NORTH NOWRA
NOWRA
2541
4/3/2011



17



DIRECTOR
MAJOR PROJECTS
DEPARTMENT OF PLANNING.

RE FREE BACK OF PROPOSED LINK ROAD FOR NORTH NOWRA.

AT THE MOMENT THERE ARE THREE ROUTES ON PLAN FOR A LINK
ROAD FROM ILLAROO ROAD .

OPTIONS ARE ARE :

CENTRAL ROUTE
SOUTHERN ROUTE
NORTHERN ROUTE

TAKING THINGS INTO CONSIDERATION I DONT BELIVE THAT CUTTING
THE BOMADERRY CREEK RESERVE IN HALF WITH A ROAD WAY IS THE WAY
TO GO NOT TO MENTION ANY EIS THAT MAY RESULT FROM THE ROAD BEING
BUILT..

MANY PEOPLE WALK THE TRACKS AND TRAILS THAT LEAD FROM WEST
CAMBERWARA ROAD TO THE BOUNDARIES OF NORTH NOWRA AND TO THE
BOMADERY CREEK RESERVE AND BEYOND.

I NOTE THAT THE NORTHERN OPTION STATES TO PROVIDE A PARALLEL
ROAD WEST OF THE EXISTING WEST CAMBERWARA ROAD EXITING
ADJACENT ELVIN DRIVE ,IN ESSENCE I SUPPORT THE NORTHERN OPTION.

HOWEVER GIVEN THAT WEST CAMBERWARA ROAD ALREADY HAS A
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CHOICE GIVEN THAT MOST OF THE TRAFFIC COMES FROM NORTH NOWRA -
BANGLEE AREAS.

TREVOR SMITH

(17)

Andrew Beattie - Online Submission from trevor smith ()

From: trevor smith <tsmith@flatearth.net.au>
To: Andrew Beattie <andrew.beattie@planning.nsw.gov.au>
Date: 15/03/2011 6:19 AM
Subject: Online Submission from trevor smith ()
CC: <assessments@planning.nsw.gov.au>

re north nowra link road

i would submit my objections to the north nowra link road being built in the bomaderry creek regional park and would support the option of a dual road running next to the west camberawarra

road ,the reasons are

rare and flora and fauna live in the park and are threaten species ie

bomaderry zieria-albatrose mallee-brittle midge orchid-ground living animals/ birds.

further to this i note that the cost to provide a bridge over the river at other sites other than the west camberwarra option are very expensive and invasive and cant be justerfied.

the park is used for many bush walkers/photographers cutting the park in half with a road would put people in danger when trying to cross the road.

tsmith

Name: trevor smith

Address:

18 uranna avenue
north nowra

IP Address: 130.155.220.203.dial.dynamic.acc01-king-now.comindico.com.au - 203.220.155.130

Submission for Job: #134 Concept Plan Application

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

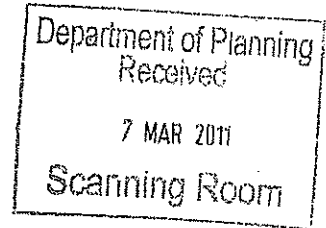
Andrew Beattie

P: 02 9228 6384

E: andrew.beattie@planning.nsw.gov.au

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TREVOR SMITH
18 URANNA AVENUE
NORTH NOWRA
NOWRA
2541
4/3/2011



DIRECTOR
MAJOR PROJECTS
DEPARTMENT OF PLANNING.

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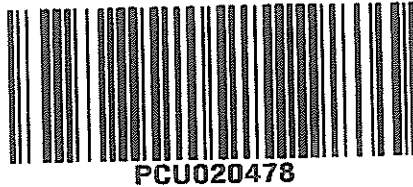
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CHOICE GIVEN THAT MOST OF THE TRAFFIC COMES FROM NORTH NOWRA -
BANGLEE AREAS.

A handwritten signature in dark ink, consisting of several overlapping horizontal strokes that form a stylized, elongated shape.

TREVOR SMITH

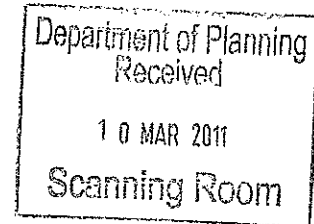


18

DIRECTOR, INFRACTURE PROJECTS

MAJOR PROJECTS ASSESSMENT
DEPARTMENT OF PLANNING

GPO BOX 39
SYDNEY NSW 2001



SUBMISSION OF SUPPORT

**NORTH NOWRA LINK ROAD
MP07-0037**

FROM

PAUL TAYLOR
139 BROWNS MOUNTAIN ROAD
CAMBEWARRA 2540

I am strongly in favour of supporting Shoalhaven City Councils
CENTRAL OPTION of the NORTH NOWRA LINK ROAD.

My reasons of support include:

Significant delays due to increasing traffic congestion on Illaroo Road.

Increasing danger to school students, pedestrian and bicycle riders due to the growth in residential commuter and truck movements in the area.

The increasing serious accidents at the intersection of Illaroo Rd and the highway.

The possible need to duplicate a bridge crossing due to the current bridges age, and future growth in the Shoalhaven and south coast.

Main road 91 will increase traffic into Nowra.

The proposed link road will help cater for future population and traffic growth.

The Central route will still leave ample natural bush areas.

It already has vehicle tracks and a rubbish dump in the area.

It will not impact on any present or future residential development in the areas.

The city of Nowra already has wonderful and significant natural green spaces all around the town in all directions accessible within minutes of the CDB.

This is a wonderful opportunity to free up access to our great city to all residents, tourists and visitors.

Yours truly,

Paul Taylor
7th March 2011.

18

MAYORAL

Shoalhaven City Council
Received

- 9 MAR 2011

SHOALHAVEN CITY COUNCIL

File No. _____
Referred to: RAW ①
 mlkmy ①

Attention Mayor Paul Green

Dear Paul

Please find a copy of my submission on the North Nowra Link Road.
I believe it would be wonderful for the future of our city.

Regards


Paul Taylor

7-3-11

DIRECTOR, INFRACTURE PROJECTS

**MAJOR PROJECTS ASSESSMENT
DEPARTMENT OF PLANNING**

**GPO BOX 39
SYDNEY NSW 2001**

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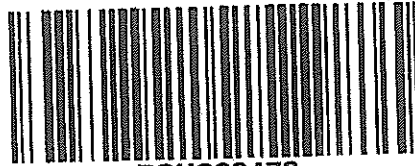
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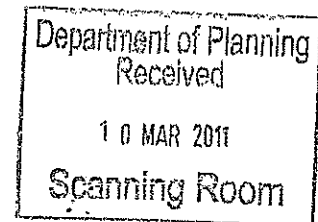
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18

DIRECTOR, INFRACTURE PROJECTS

MAJOR PROJECTS ASSESSMENT
DEPARTMENT OF PLANNING

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SYDNEY NSW 2001



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7th March 2011.

19

To : Dept of Planning,
Director Infrastructure Projects,
GPO Box 39,
Sydney NSW 2001.
9th March 2011

From : Mr Norman Webb
7 Terry Street
St Georges Basin
NSW 2540

Reference: **North Nowra Link Road Concept Plan Application No. 07_0037.**

Dear Sir/ Madam

I would like to comment on the proposal for a link road to access Bomaderry.

There have been three alternatives given by Council for a link road, but it is clearly apparent that the only feasible alternative is the West Cambewarra link for the route to alleviate traffic problems from Illaroo Rd.

The traffic study commissioned by Council states that the West Cambewarra link will carry a significant volume of traffic from Illaroo Rd and given, the environmental importance of the Bomaderry Creek bushland in the Pitt St/Nerang Rd option, there can be no other decision than to use the West Cambewarra link.

Thank you for the chance to comment

Yours



Norman Webb

To : Dept of Planning,
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To : Dept of Planning,
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GPO Box 39,
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9th March 2011

From : Mrs Maureen Webb
7 Terry Street
St Georges Basin
NSW 2540

20

Reference: **North Nowra Link Road Concept Plan Application No. 07_0037.**

There can be no excuse for permitting the North Nowra Link Rd to go through Bomaderry Creek bushland especially when there is an ideal alternative route.

The West Cambewarra Link (WC Link) is the ideal alternative being ignored by Council even though the Traffic Study (AECOM) gives clear evidence that this link will carry a significant volume of traffic away from Illaroo Rd. This WC Link would also give much better access to Berry, Shoalhaven Heads, the Southern Highlands and in particular Bomaderry.

There can be no escaping the environmental factors of the Bomaderry bushland link (Pitt St, Nerang Rd) especially now that recognition has been given to the Albatross Mallee (*Eucalyptus langleyi*) as part of an endangered population and also the discovery of the Threatened Brittle midge orchid (*Genoplesium baueri*) both of which are on Shoalhaven City Council's preferred route.

This new recognition adds to the already known Threatened species existing in this wonderful parcel of bushland, a bushland that puzzlingly continues to be Council's preferred route.

This is the time for the final decision on Bomaderry Creek Bushland the battle for this wonderful area has gone on long enough.

Give Nowra some breathing space – keep Bomaderry Creek bushland intact and permit only the more viable, less destructive West Cambewarra Rd option.

Thank you

Maureen Webb

Maureen Webb

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GPO Box 39,
Sydney NSW 2001.
9th March 2011

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This is the time for the final decision on Bomaderry Creek Bushland the battle for this wonderful area has gone on long enough.

Give Nowra some breathing space – keep Bomaderry Creek bushland intact and permit only the more viable, less destructive West Cambewarra Rd option.

Thank you

Maureen Webb

Maureen Webb

(21)

13 West Cambewarra Rd
North Nowra 2541
4th March 2011

Director, Major Projects Assessment
Dept of Planning
Sydney

Please find enclosed our response to the North Nowra Link Road Options Plan which is on display in Nowra at the moment.

As longtime residents of West Cambewarra Rd we have followed the discussions on this proposed link road since 1990. It seems clear now as it did then, that the best Option is option 1 for all the reasons stated on the attached sheet.

yours faithfully,

Peter and Kathy Johnson



Reasons why Option 1 should be chosen over Option 3.

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.

Noise impact: there are fewer newly-affected residents along the Option 1 route compared to 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 everybody's 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.

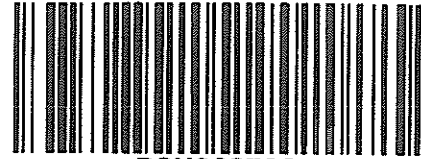
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Option 1 is not considered to be flood prone, whereas land at the Option 3 creek crossing is.

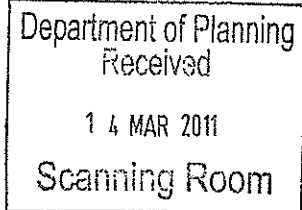
W.S. McGEE,
35 ILAROO ROAD,
NORTH NOWRA. N.S.W.
2541



PCU020592

9th March 2011

The Manager,
Major Projects Assessment,
Department of Planning,
GPO Box 39
SYDNEY. N.S.W. 2001



Dear Sir/Madam,

Reference North Nowra Link Road - MP07-0037

I wish to advise that I strongly support the construction of the North Nowra Link Road for the following reasons:

- (1) I live on the eastern end of Illaroo Road and therefore subjected to the total traffic use of this road.
- (2) I am subjected to excess pollution, both noise and chemical.
- (3) I have already suffered a no-fault accident which caused the write-off of my vehicle and caused considerable personal injury.
- (4) There is no doubt that an alternative access to North Nowra is of critical importance, not only for public use, but for emergency use as well.

Shoalhaven Council has spent well in excess of one million dollars on studies for the construction of this road in the Narang Street option, so it would seem that this would be the logical choice.

Yours faithfully
Deepee

13 West Cambewarra Rd

North Nowra 2541

4th March 2011

Director, Major Projects Assessment

Dept of Planning

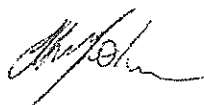
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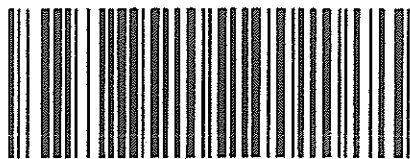
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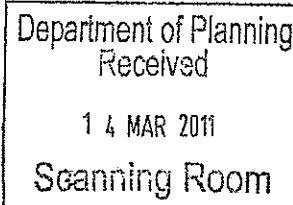


PCU020592

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Yours faithfully
Wesley

23

L R & S G JOHNSON

"Grey Gables" 29 West Cambewarra Road North Nowra NSW 2541

Phone/Fax: 02 4423 1020

11 March 2011

Major Projects Assessment
Department of Planning
GPO Box 39
SYDNEY 2001

Attention: Director, Infrastructure Projects

Dear Sir

Re: North Nowra Link Road – MP07-0037

As residents of North Nowra we herewith confirm our support of the proposed North Nowra Link Road. This support is **conditional** on the Shoalhaven City Council's preferred **Central** Option being the chosen route.

The reasons for our support of the **Central** Option are as follows:

The Central Option would start at the intersection of Pitt Street and Illaroo Road and generally follow the alignment of the existing power lines and Council water main. This route has been extensively cleared of vegetation whereas virgin bushland would have to be destroyed for almost the entire length of Northern option.

The Central Option 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 township of Nowra, or in either direction to north and south Bomaderry, ie it caters for everyone's needs.

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

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There would be less new residences affected in choosing Central Option over Northern Option.

Noise impact. Point 5.4 of the Preliminary Environmental Assessment states "the routing option that would create the least noise impact is the Central Option". Added to this there are fewer newly-affected residents along the Central Option route compared to Northern Option .

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Due to the bend in the road, the Northern Option Link Road exit at Illaroo Road is a potential black spot.

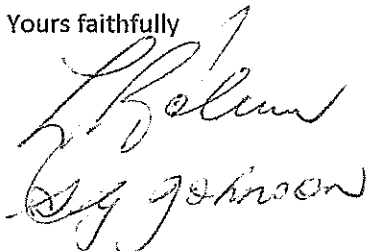
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The Central Option has been the preferred option of Council for some time and after 2 separate traffic studies it is clearly indicated that from a traffic point of view the Central Option Pitt Street to Nerang Road would provide the optimum traffic benefits.

We trust that our submission above will receive your due attention.

Yours faithfully

The block contains two handwritten signatures in black ink. The first signature is 'L Johnson' and the second is 'Gail Johnson'. Both are written in a cursive, flowing style.

Les and Gail Johnson

L R & S G JOHNSON

"Grey Gables" 29 West Cambewarra Road North Nowra NSW 2541

Phone/Fax: 02 4423 1020

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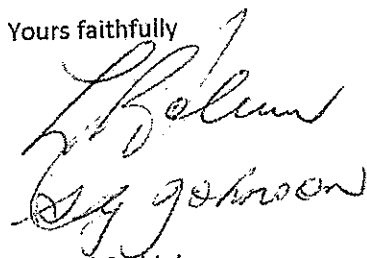
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Les and Gail Johnson

24

Andrew Beattie - Online Submission from Peter Jirgens ()

From: Peter Jirgens <peterjirgens@gmail.com>
To: Andrew Beattie <andrew.beattie@planning.nsw.gov.au>
Date: 15/03/2011 5:35 PM
Subject: Online Submission from Peter Jirgens ()
CC: <assessments@planning.nsw.gov.au>
Attachments: Nth Nowra Link Road.pdf

Please Read attached PDF.

Name: Peter Jirgens

Address:
433 Princes Hwy, Bomaderry

IP Address: 122-148-62-198.static.dsl.dodo.com.au - 122.148.62.198

Submission for Job: #134 Concept Plan Application
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

Andrew Beattie

P: 02 9228 6384
E: andrew.beattie@planning.nsw.gov.au

Powered by Internetix Affinity

Dept. of Planning
Director of Infrastructure Projects
P.O Box 39
Sydney N.S.W 2001

Peter Eamonn Jirgens
433 Princes Hwy
Bomaderry 2541 N.S.W.

RE: BOMADERRY/NORTH NOWRA LINK ROAD PROPOSAL

To whom it may concern:

After considerable research into the detail and scope of council's plans for the proposed Nth Nowra Bomaderry link road, I believe that the construction of a major motorway dissecting through an area of such unique ecology and beauty is an idea that, if approved, will be looked upon in hindsight with complete and utter regret.

Bomaderry creek nature reserve and surrounding bushland is possibly the last remaining remnant of truly environmentally diverse land in the Nowra/Bomaderry CBD and surrounding region. Regularly used by schools, environmental researchers and the general public alike, Bomaderry Creek Nature Reserve harbours rich biodiversity and untouched scenery unique to the Reserve and not found elsewhere on the south coast of NSW and indeed even in Australia.

Environmental impact Assessments carried out in the area have indicated there are several endangered and threatened species that inhabit the reserve, as well a number of iconic species of fauna that characterise the beauty of the Shoalhaven, such as the Lyrebird, Yellow Bellied Glider, Powerful Owl and even Nowra's own iconic namesake, the Glossy Black Cockatoo. The Bomaderry Creek Reserve is a valuable area of critical habitat for many of these plants and animals, and in some cases one of a very few places in the region where they can still be found.

The proposed Bomaderry/North Nowra link road through the Reserve and surrounding **WILL** impact the lives and ongoing survival of these species beyond what we can possibly predict, and cause

irreversible damage the delicate ecosystem of the creek. One only has to track downstream 1 Kilometre from the proposed Nerang Road site where there is already a road bridge in place to see an example of the kind of habitat destruction, litter from vehicles and effects of pollution from road stormwater run-off and that this proposal will bring along with it should it be approved, not to mention the unseen effects – noise, which is well documented to disrupt animal behaviours such as hunting and mating, and the barrier to migration through the area that a road will create.

Considering this, the Nerang Road option strikes me as completely absurd as it cuts right through the middle of the most sensitive areas of the gorge, and would without doubt damage the Bomaderry Creek bushland forever. Also, it must be asked that in light of preliminary proposals already in place for a Nowra Bypass and second river bridge that would greatly reduce demand and congestion on the existing highway, why are some state political members pushing for this bandaid-on-a-broken-leg solution to traffic congestion at the Illaroo Road/Princes Highway intersection when the blue-print of Nowra's Highway will most certainly change in the not distant future?

If the current proposal for the North Nowra/Bomaderry link road is approved and built, an environmental treasure **will be lost forever**.

In this 11th hour of environmental awareness of man it seems almost ridiculous that such a proposal could even be considered. The Bomaderry Creek Reserve is truly unique, and I implore anyone reading this submission to go and see for yourself. There are alternative options for the placement and necessity of this road that will not destroy this unique landscape for future generations.

Sincerely,

Peter Jirgens

Email: Peterjirgens@gmail.com

Tel: 0401313523

24

From: "Brighton, Wayne" <BRIGHTON@shoalhaven.nsw.gov.au>
To: "Andrew Beattie" <Andrew.Beattie@planning.nsw.gov.au>
CC: "Tim Ward" <TWard@jbaplanning.com.au>, "Gordon Kirkby" <GKirkby@jbaplann...
Date: 16/03/2011 8:38 am
Subject: North Nowra Link Road Environmental Assessment Exhibition Submissions
Attachments: Nth Nowra Link Road.pdf; 110316 P Taylor Submission.pdf; 110316 N Walsh Submission.pdf; 110316 R Breyley Submission.pdf

Good morning Andrew

Council has received a few submissions that are addressed mainly to DoP.

I'll leave theses with you for registration and discuss with you after close of the advertising period.

Regards

Wayne Brighton

Projects Manager
Shoalhaven City Council

(02 4429 3447 | , 0402 031 005

* brighton@shoalhaven.nsw.gov.au <<mailto:altingerl@shoalhaven.nsw.gov.au>>

8 <http://shoalhaven.nsw.gov.au> <<http://shoalhaven.nsw.gov.au/>>

P Please consider the environment before printing this e-mail notice

From: Pigg, Russ
Sent: Wednesday, 16 March 2011 8:27 AM
To: Council's Generic Mailbox
Cc: Brighton, Wayne; Paterson, Bill
Subject: FW: Nth Nowra Link Road MP 07-0037

Register pls

Regards,

Russ Pigg

General Manager

Shoalhaven City Council

(02 4429 3260 | É 02 4423 2704

* <blocked::mailto:lenehan@shoalhaven.nsw.gov.au> russ.pigg@shoalhaven.nsw.gov.au

8 <http://shoalhaven.nsw.gov.au> <<http://shoalhaven.nsw.gov.au/>>

P Please consider the environment before printing this e-mail notice.

From: Peter Jirgens [mailto:peterjirgens@gmail.com]

Sent: Tuesday, 15 March 2011 6:54 PM

To: Pigg, Russ

Subject: Nth Nowra Link Road MP 07-0037

Hello,

Please read attached PDF regarding the Nth Nowra link road proposal MP 07-0037.

Thankyou, Peter.

This message may contain both confidential and privileged information intended only for the addressee named above.

If you have received this email in error, please notify the sender immediately then destroy the original message.

Dept. of Planning
Director of Infrastructure Projects
P.O Box 39
Sydney N.S.W 2001

Peter Eamonn Jirgens
433 Princes Hwy
Bomaderry 2541 N.S.W.

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Tel: 0401313523

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Peter Jirgens

Email: Peterjirgens@gmail.com

Tel: 0401313523

Andrew Beattie - Nth Nowra Link road

From: Peter Jirgens <peterjirgens@gmail.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 13/03/2011 4:49 PM
Subject: Nth Nowra Link road
Attachments: Nth Nowra Link Road.doc

BOMADERRY/NTH NOWRA LINK ROAD PROPOSAL

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The Nth Nowra link road through the regional park **WILL** affect the lives and ongoing survival of these species and the environmental sustainability of the ecosystems. One only has to track down stream 1Klm from the proposed Nerang road site, where there is already a road bridge to see the amount of rubbish from cars and the effect wastewater runoff from the road is having on the creek there.

The Nerang road option is a completely absurd suggestion as is cuts right through the middle of the most sensitive areas of the gorge, would unquestionably disturb the Bomaderry creek bushland forever. Also Preliminary ideas are already in place for a Nowra bypass and second bridge which would render the existing highway obsolete. So why are some state political members pushing for this bandaid on a broken leg solution to traffic congestion problems in Nth Nowra when the blue print of Nowra's Highway landscape will most certainly change in the future.

Once the Nth Nowra/Bomaderry Link Road has been decided on and built, **this environmental treasure will be lost forever.**

In the 11th hour of environmental awareness of man made impacts on the environment it seems almost ridiculous that such a proposal could even be considered. There are alternative options for the placement of this road that will not destroy this unique landscape for future generations.

Yours Truly,

Peter Jirgens

Peterjirgens@gmail.com

0401313523.

Peter Eamonn Jirgens
433 Princes Hwy Bomaderry
2541 N.S.W

Dept of Planning
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Bomaderry creek nature reserve and surrounding bushland is possibly the last remaining remnant of environmentally diverse portions of land in the Nowra/Bomaderry CBD and surrounding areas. Regularly Used by schools, environmental researchers and the general population alike, Bomaderry creek reserve harbours rich biodiversity and untouched scenery unseen in rest of the state and even Australia.

Environmental impact statements on the area has indicated there is a number of Endangered and threatened species that live in the reserve, as well number of iconic fauna species that characterise the beauty of the Shoalhaven district, like the Lyrebird, Yellow bellied glider, Powerful owl and even Nowra's iconic namesake the Glossy black Cockatoo.

The Nth Nowra link road through the regional park **WILL** affect the lives and ongoing survival of these species and the environmental sustainability of the ecosystems. One only has to track down stream 1Klm from the proposed Nerang road site, where there is already a road bridge to see the amount of rubbish from cars and the effect wastewater runoff from the road is having on the creek there.

The Nerang road option is a completely absurd suggestion as it cuts right through the middle of the most sensitive areas of the gorge, would unquestionably disturb the Bomaderry creek bushland forever.

Also Preliminary ideas are already in place for a Nowra bypass and second bridge which would render the existing highway obsolete. So why are some state political members pushing for this bandaid on a broken leg solution to traffic congestion problems in Nth Nowra when the blue print of Nowra's Highway landscape will most certainly change in the future.

Once the Nth Nowra/Bomaderry Link Road has been decided on and built, this environmental treasure **will be lost forever.**

In the 11th hour of environmental awareness of man made impacts on the environment it seems almost ridiculous that such a proposal could even be considered. There are alternative options for the placement of this road that will not destroy this unique landscape for future generations,

Yours Truly,

Peter Jirgens

Peterjirgens@gmail.com

0401313523.

(25)

KERRY FLETCHER

44 Cavalier Parade

Bomaderry 2541

gordonkerry11@bigpond.com

I have just received a flyer regarding North Nowra to Bomaderry Link Road Guided Walks and was amazed to find that there is still some consideration being given to a road being taken through the centre of the bushland.

After watching the thousand or so Flying Fox's that leave the Bomaderry Creek each evening at dusk and assuming that these flying fox's are still protected , how is it possible that there is still consideration being given to this proposal and by doing so destroying their habitat .



Kerry fletcher

26

14th march 2011

Major Projects Assessment
Department of Planning
GPO Box 39
Sydney NSW 2001

Attention: Director, Infrastructure Projects

RE: NORTH NOWRA LINK ROAD – MP07-0037

Dear Sir

Thank you for the opportunity to comment on this proposal.

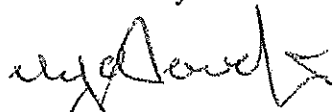
This proposal has been with the government and Shoalhaven City Council for well over 20 years and it needs to be resolved.

I support the process for the Narang Road option. This option follows existing cleared land that already is utilized by water mains and power lines. The whole of the land comprising the majority of this route has been used over the years for the stripping of ridge gravel, logging and uncontrolled vehicle access etc.

I accept that the majority of the site of which is optioned has been zoned for a regional park which will over time reduce the impact of previous uses. I believe this road option given its proposed route over permanently disturbed land should be the one accepted. In my option both of the other options require substantial clearing of, in some cases, old growth forests to construct the road therefore they are unacceptable.

In terms of the delays that have cost the community over these many years has been unacceptable. Although the community can not recover this time a decision for the Narang Road option will go some way to remedying the previous delays.

Yours faithfully



C S Poulton
Condie Crescent
North Nowra NSW 2541

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Andrew Beattie - North Nowra Link Rd

From: "Barry Walsh" <bwwalsh@tpg.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 13/03/2011 2:30 PM
Subject: North Nowra Link Rd

We have viewed the documents relating to the North Nowra Link Rd, and both support the "Central Option" - i.e., Pitt Rd to Narang Rd. We believe that work should start on this as soon as possible.

Dr Barry W Walsh
Mrs Janet I Walsh

12 Daley Crescent
North Nowra

Andrew Beattie - Fw: Submission for North Nowra link Road

28

From: "Peg and Suzi" <plotki@westnet.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 13/03/2011 8:31 PM
Subject: Fw: Submission for North Nowra link Road

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

From: Peg and Suzi
To: plan_comment@planning.nsw.gov.au
Sent: Sunday, March 13, 2011 8:23 PM
Subject: Fw: Submission for North Nowra link Road

Attention: Director,InfrastructureProjects

Submission From:
Peter Ryan
78a Budgong Rd Tapitallee

Application: North Nowra Link Road - MP07-0037

I **object** to councils preferred option for the North Nowra link road, the pitt St NarangRd option, and also to the Illaroo Rd- West Bunberra Street. I object to these options because I enjoy the amenity of the bushland in this area. My family and friends often walk along these proposed routes of a weekend and enjoy the quiteness of the bushland.It would be a loss to have this area divided by a major road,I also strongly suspect that councils further unstated goals are to develop this land which would be a further loss. These road options also will only create a minor improvement to traffic flow across the Shoalhaven river.

I do however **Support** the West Cambewarra Road Option. I actually love this option as it makes so much sense:

- 1.This road to a large extent already exists.
- 2.This represents a very real advantage to me in that it makes travelling to Bomaderry and north to Berry and beyond much easier and more direct.
- 3.This option doesn't interfere with the exiting bushland.

Thank you
Peter Ryan

(29)

Andrew Beattie - Fw: Submission for North Nowra link Road

From: "valleyorganics" <valleyorganics@westnet.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 13/03/2011 8:49 PM
Subject: Fw: Submission for North Nowra link Road

Attention:
Director
Infrastructure Projects

Submission From:
Suzi Krawczyk
78a Budgong Rd
West Cambewarra

Re: Application: North Nowra Link Road - MP07-0037

I drive into Nowra or Bomaderry almost everyday along Illaroo Rd therefore have a vital interest in this application. I agree with the need for an alternative route, but strongly object to the Council's favoured options: Pitt St Narang Rd option, and to the Illaroo Rd- West Bunberra Street.

Every road through bushland results in degradation of the environment, introducing pathogens and weeds, dissecting the wildlife corridors and increases loss through road kill.

I enjoy the bushland in Bomaderry regional park. It is a spectacular asset and it would be a terrible loss to the community and to the plants and animals that live in.

I far prefer the West Cambewarra rd option or a road parralel to West Cambewarra road, as it is the most direct route, makes it easier to acces Bomaderry and Nowra, and preserves the bushland.

Yours Sincerely
Suzi Krawczyk