

130

From: Helen Nugent <helennugent@shoalhaven.net.au>
To: <plan_comment@planning.nsw.gov.au>
CC: <andrew.beattie@planning.nsw.gov.au>
Date: 19/03/2011 3:29 pm
Subject: North Nowra Link Road Concept Plan Application No. 07_0037
Attachments: Bom Crk - link road - Env Assess Feb 2011 - Helen's letter to DoP Mar '11.doc; Part.001

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

I am a long time (20+years) follower of Shoalhaven City Council's efforts to put roads through the bushland at Bomaderry Creek, no matter what the cost to the community or environment.

A number of key things have not changed during this period of time. The environmental and social values of the Bushland have not diminished. In fact the recognition of the environmental values has been increased with (amongst other things) the recognition of the Albatross Mallee (*Eucalyptus langleyi*) in the Bushland as an endangered population and the discovery of the threatened Brittle Midge Orchid (*Genoplesium baueri*) on Council's preferred route. Recent confirmation of the discovery of the Threatened Eastern Pygmy-possum in the Bushland strengthens the argument against a road through the middle of the Bushland and Regional Park.

A West Cambewarra Road Link remains as a viable link on the edge of the Bushland, particularly given Council's decision to make this a sub-arterial road set back from and parallel to West Cambewarra Road. The AECOM Traffic Study contains very clear evidence in its text to indicate that a West Cambewarra Link (WC link) will carry a significant volume of traffic away from Illaroo Road. We know that a WC link would give much better access to Berry, Shoalhaven Heads, the Southern Highlands and, in particular, Bomaderry than a link which exits at Narang Road. And we know that no one travelling from most areas in North Nowra to Nowra would go out of their way along any link road only to find themselves on an even busier Princes Highway.

It seems that all the studies council has reluctantly undertaken have vindicated the opposition of those in the community who have looked carefully at the situation and who don't have a vested interest.

H. Nugent

131

From: Kerrina Swords <kerrinaswords@gmail.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 18/03/2011 4:29 pm
Subject: North Nowra Link Road Concept PPlan Application No:070037

18.3.2011

2/54 Golden Hill Ave,

Shoalhaven Heads

2535, NSW

Dear Sir/ Madam,

As a resident of the Shoalhaven for over 20 years and a teacher at Illaroo Road Public School for that time I am writing to express my concern re the Bomaderry link road proposal.

I am totally against any option for the link road that dissects the bush land when there is a viable alternative going along the perimeter, off West Cambewarra Road. The AECOM traffic study contains very clear evidence to indicate that a West Cambewarra link will carry a significant volume of traffic away from Illaroo Road. I believe the West Cambewarra link will allow for much better access to Berry, Shoalhaven Heads, the Southern Highlands and most importantly Bomaderry than the Nerang Road option.

I wonder in years to come how teachers will explain to their students why council and the NSW government was determined to destroy this wonderful remnant bush land area with a road through the heart rather than choose the less detrimental option on the edge. I hope rather, that we talk about the day when a wise decision was made to preserve Bomaderry Regional Park as a natural treasure for future generations to enjoy.

Your Sincerely,
Kerrina SWords

Andrew Beattie - Submission to Director, Major Projects Assessment

132

From: "Noel Southwell" <nswell@shoalhaven.net.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 18/03/2011 5:16 PM
Subject: Submission to Director, Major Projects Assessment
Attachments: Doc1.docx

Submission re North Nowra Link Road Options

Attention: Director, Infrastructure Projects

Submission by Mr Noel Southwell

98 Yurunga Drive North Nowra NSW 2541

Phone 0244212986

Email nswell@shoalhaven.net.au

Re North Nowra Link Road MP07-0037

Submission:

Having examined the Environmental Assessment I strongly support the Central Option because of its higher cost/benefit ratio, the fact that it follows the cleared line of a major water supply pipeline and overhead power lines and junctions with the Princes Highway at an existing roundabout.

It will be more intensively used by North Nowra residents than the Northern Option and the steps proposed to minimize environmental risks are reasonable and adequate.

The route has been identified in Council planning for over thirty years and Section 94 Developer Contributions are being collected to partly finance the construction, and all necessary steps should be taken to allow the project to proceed without further delay.

133

From: Mike Leggett <legart@ozemail.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 19/03/2011 11:21 am
Subject: Ref: North Nowra Link Road MP07 0037

The Director,
Infrastructure Projects
Dept of Planning
NSW Government

15th March 2010

Dear Director

Ref: North Nowra Link Road MP07 0037

Thank you for the opportunity to comment on the planning process for the proposed link road. I am a resident affected by the proposal, have read the consultants' and council submissions for the project and wish to OBJECT to it going ahead for the following reasons:

1. I am a regular user over the past four years of Illaroo Road and have noted that most, say at least 80% of the traffic arriving at the traffic lights on the Princes Highway, turn right over the bridge into town. Most of the remaining traffic turning left onto the highway then turns immediately right onto the Bolong Road.

So my question is, exactly who is benefitting from the proposed link road, joining two residential areas; the west part of North Nowra with the Princes Highway and circuitously, west Bomaderry?

2. On the basis of my own observations of traffic flow at all times of day and night, I am not convinced by the traffic count figures commissioned by Shoalhaven Council. It appears to me as a comparatively recent resident that the traffic count figures on ALL the roads in the area of the northern side of the Shoalhaven bridge need to be examined. From the documents submitted, it appears Council has been pursuing the North Nowra project for some twenty years and the original objective is too narrowly framed.

I request that the scope of traffic counts is widened and the existing analysis is subject to further independent professional examination.

3. I note that a parcel of land directly opposite Pitt Street is the subject of an Aboriginal Land Claim. The road route favoured by Council – the Central option - proposes to cross directly through this parcel. In the submitted documents the consultations reported with the local Land Council do not make mention of this violation of the Land Claim or of the Land Council's plans or wishes as regards the road through the existing Regional Park.

I request that confirmation is received from the NSW Aboriginal Land Council that consultations have taken place between the local Land Council and Shoalhaven Council and their consultants in accordance with approved procedures and protocols.

4. The reports on the flora and fauna are fascinating reading and add a great deal to our knowledge of what it is that lies beneath our feet. Shoalhaven Council will be thanked for many years ahead for commissioning such a valuable report. But the conclusion to be drawn is overwhelming – that the Regional Park is far too valuable a repository, sanctuary and recreational area to be bisected by a 30 metre wide road.

5. The consultant's report on the Zieria, an endangered plant unique in Australia to this Park, in particular makes a convincing case for not disturbing its habitat.

6. Though safeguards and diversionary devices are proposed to ameliorate impact on wildlife, we know too well from the evidence of road-kill in similar parks that these measures are only partial.

Smaller animals in particular, the frogs and snakes for instance inhabiting this canyon, are particularly susceptible to road traffic.

The so-called Central route proposed is clearly inappropriate for points 5 and 6 alone. The Northern (West Cambewarra) route however, will avoid the Park and has to be regarded as the more acceptable solution, should you be convinced by the argument for the actual need for a 'link road'.

7. The claim made by Council that the road will make the Park more accessible to the public is disingenuous. For many years we passed close by without even knowing it was there, for lack of signage. It is Nowra's best-kept secret!

Friends we have told about the Park have been stunned at how such a spectacular place could be so little promoted to locals as well as tourists. The fact that such a gem is in walking distance from the residential areas of Nowra has to be almost unique in NSW.

Whatever the outcome of the current process, Shoalhaven Council must be encouraged to promote the existence of this special place.

In summary, I contend that there remain flaws in the consultancy process as outlined in the points above and that a review should be undertaken. As for the need for any road at all and the cost entailed, I remain completely unconvinced. The \$13 million estimated cost will undoubtedly blow out. The Shoalhaven bridge crossing is the real problem and as it appears NSW RTA will not be addressing this problem for many years to come, other solutions have to be identified. For a fraction of the amount Council propose to spend, investment in commuter bus options and Park-and-Ride to the CBD and RNAS Albatross for instance, must be investigated.

'Build another road and they will come' - the proposal will undoubtedly meet with approval from some motorists. But it avoids the central issue for your Department, the river crossing; and this will remain as a problem, which the proposed link road will certainly not address. A link road bridge between west North Nowra and West Nowra would of course, make a great deal of difference.

The consultants to the North Nowra link road in fact demonstrate that there is no need for this link road, that the case is marginal and should be overruled as transgressing a far greater need: ease of public access to unspoilt and accessible natural reservations close to areas of residential life.

Please acknowledge receipt of this email. I look forward to receiving your responses to the points I raise and hearing of your decision not to proceed with this project.

Yours sincerely
Michael Leggett

Complaint: I should record that I had considerable difficulty accessing the planning documents online – an incomplete URL was provided in the advertising and documentation, and the Department server appeared to be busy (after the correct URL was found via a Search), even late into the night. I have since recovered all the documents.

Mike Leggett
94 Walsh Cres
North Nowra
NSW 2541

0434996211
legart@ozemail.com.au

Andrew Beattie - Re: Bomaderry Creek link road

134

From: ruth sykes <ruthsykes@shoalhaven.net.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 21/03/2011 10:01 PM
Subject: Re: Bomaderry Creek link road
CC: <andrew.beattie@planning.nsw.gov.au>

At 08:35 PM 21/03/2011, ruth sykes wrote:

I wish to thank the Department of Planning for the opportunity to comment on the proposals for the Bomaderry-North Nowra Link road which provides the Shoalhaven City Council (SCC) recently submitted a flawed (i) Environmental Assessment Report to support a Concept Plan Application.

I STRONGLY URGE THE RECOMMENDATION OF THE LINK RD OPTION WHICH WOULD BE PARALLEL TO THE EXISTING WEST CAMBEWARRA RD.

I believe that the Link Rd Options 1 & 2 would be disasterous both to the environment (iia,b,&c) and also to Rate-Payers' money for they are far more expensive(iia), (I understand that the Link Rd parallel to the existing West Cambewarra Rd option would not even have to be referred to the Federal Government as it doesn't affect any species listed in the national environmental protection legislation.)

I am very concerned that building a road, including shifting of the powerlines through the main part of the Bushland (Options 1 and 2) would cause destruction of animals, plants (especially endangered species), introduction of rubbish and other negative influences brought by people driving through bushland.

The options 1 & 2 would impact visually and bring increased noise to the Narang Rd entrance picnic area. A high bridge adjacent to the Picnic area would spoil the natural beauty of this area which is such a local treasure.

A West Cambewarra Road Link would be a viable link on the edge of the Bushland. A WC link would give much better access to Berry, Shoalhaven Heads, the Southern Highlands and, in particular, Bomaderry than a link which exits at Narang Road.

I strongly urge you to consider that the best environmental outcome is using Illaroo Rd as the main route to Nowra (the shortest way) and by taking steps to ensure that avoidable traffic delays on this route are not allowed to persist. Recommended are addressing the congestion at Illaroo Rd School and providing a dedicated left turn lane for traffic approaching the highway on Illaroo Rd. When excluding traffic to Nowra from considerations of the Link road it is clear that performance of the central route (Options 1&2) and the northern (WC) route are so close that similar numbers of motorists would be likely to use whichever of those two options was built. Both these options will result in a reduction in traffic levels on Illaroo Rd and improved amenity for North Nowra motorists. (iiib)

To reiterate, I totally reject destroying Bomaderry Creek bushland's beauty, not to mention its wild plants and animals with a road through the middle of the Bushland.

I support and look forward to using SCC's proposal of a West Cambewarra (parallel) Road option.

I am sure that current and future transport issues can be resolved with a decision in favour of a better protection and management regime for the Bomaderry Creek Bushland.

Your truly

Ruth Sykes
 25 Birriley St
 Bomaderry 2541
 Ph 0244 234470

(i) The proponent included a consultation report within the Environment Assessment, but it is predominantly an historic account of events that occurred prior to the issuing of the DGRs. These events fall outside the requirements of the currently operating DGRs.

(iia) At risk with Council's preferred option through the middle of the Bushland from Pitt Street North Nowra to Narang Road Bomaderry, is the integrity of the recreational experience and the facilities provided for visitors, four threatened plant species and three threatened animal species. One of the plants (Bomaderry Zieria *Zieria baeuerlenii*) is one of the more threatened species in Australia, being found nowhere else except in the Bushland. It is listed as endangered on both the Threatened Species Conservation (TSC) Act and the Environmental Protection and Biodiversity (EPBC) Act. Another plant species (Albatross Mallee *Eucalyptus langleyi*) has been declared an Endangered Population (under the TSC Act) in the Bushland. Another (Brittle Midge Orchid *Genoplesium baueri* listed as Vulnerable under the TSC Act) is currently under consideration for enhancement of its protected status to Critically Endangered.

By dividing this already small relatively isolated bushland into two smaller pieces, its plants and animals would be isolated and confined (unless they risked becoming a road kill statistic) to smaller sized habitats. Already the populations of many of the threatened species are at low numbers due to the restricted size and isolation. To further fragment the Bushland may very well spell disaster for many of them.
(My bold)

(iib) Given the forgoing it is clear that Option 1 may represent a much greater risk to archaeological values than Option 3.

"...This refined route is located within the Bushland at least 50 m to the south of the route shown in the archaeological assessment for its full length. This places the parallel route outside or at the very edge of the 50 m survey corridor and would render sites BCRP 014 and BCRP 028 highly unlikely to be impacted by the road and bridge construction. It would however render site BCRP 015 highly likely to be impacted."

(iic) The only reference to the recreational values of the Park is dealt with in a summary fashion (in the report) which is quite inadequate given the clear impact of a road being constructed within a few metres of the entrance to a picnic area and the cutting off of a track specifically developed for the disabled.

(Barrett 2011)

(iiia) "...This is due to the elevation, access constraints and increased size of girders required due to the 35 meter span across the gorge at Narang Road. I would suggest that a preliminary estimate on the different square metre rates would be in the order of 25-35% more for the Narang Road option. This cost does not include the relocation of overhead power lines and water trunk main at Narang road....."(Local experienced engineer quoted by Moyes 2011). I am also concerned that my rates and those of other ratepayers paid to the SCC have been misappropriated by the council for 20 years as they pursue this inappropriate Link Rd (Option 1 or 2)

(iiib) The AECOM Traffic Study contains very clear evidence in its text to indicate that a West Cambewarra Link (WC link) will carry a significant volume of traffic away from Illaroo Road.
(Moyes 2011)

Andrew Beattie - submission North Nowra Link Road - North Nowra

135

From: "Neville Burkitt" <neville.burkett@bigpond.com>
To: <information@planning.nsw.gov.au>
Date: 21/03/2011 6:22 PM
Subject: submission North Nowra Link Road - North Nowra

Assessment Type: Part3A
Application Number: 07_0037
DGRS Issued: 16/04/2007
North Nowra Link Road - North Nowra
Concept Plan Application - Exhibition
Submission

I am concerned about the impact of the proposal on endangered species and Aboriginal heritage. A route which has minimal impact on these two aspects would be preferable.

Neville Burkett
Burkett Consulting Heritage Management
20 Jervis St Nowra 2541
02 4421 8681; 0400 305 417

10 Gunyuma Crescent
NORTH NOWRA NSW 2541

13 March 2011

Department of Planning
Information Centre
23 – 33 Bridge Street
SYDNEY NSW 2000



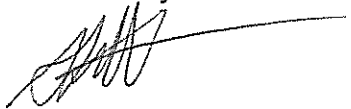
To whom it may concern

RE: PROPOSED LINK ROAD, NORTH NOWRA, NSW

My choice for the Link Road is the Northern Route adjacent to West Cambewarra Road.

This option would cause the least damage to our bush land.

Yours faithfully



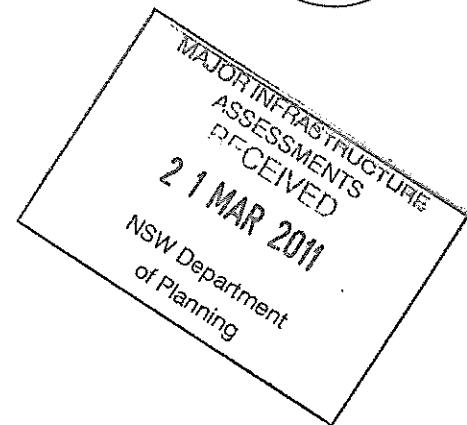
Shane Smith

137

10 Gunyuma Crescent
NORTH NOWRA NSW 2541

13 March 2011

Department of Planning
Information Centre
23 – 33 Bridge Street
SYDNEY NSW 2000



To whom it may concern

RE: PROPOSED LINK ROAD, NORTH NOWRA, NSW

My choice for the Link Road is the Northern Route adjacent to West Cambewarra Road.

This option would cause the least damage to our bush land.

Yours faithfully

Sarah Aitken

138

Andrew Beattie - Fw: North Nowra Link Road - Concept Plan Application No. 07_0037

From: "kristina nilsson" <kristinadd@bigpond.com>
To: <andrew.beattie@planning.nsw.gov.au>
Date: 23/03/2011 1:51 PM
Subject: Fw: North Nowra Link Road - Concept Plan Application No. 07_0037

To the Director, Infrastructure Projects

The Jervis Bay Regional Alliance represents different organisations and individuals from the Shoalhaven Region - from "different walks of life". We all support competent and justifiable improvements to the every day life of local residents.

However, although Shoalhaven Council's environmental assessment is extensive we were able to find many discrepancies and voids in it.

There are some omissions that pose a question of significance and objectivity for this document as well as the work ethic of people engaged in this process.

Every Environmental Assessment prepared for public display should comply with the Director-General Requirements. For example, the DEC guidelines for threatened species assessment were not complied with as far as the following species are concerned: Giant Burrowing Frog, Spotted-tailed Quoll, Grey-headed Flying Fox and Eastern Pygmy Possum. In fact the Eastern Pygmy Possum has now been found in the Bushland and yet this very important discovery of another threatened species has not been acknowledged in the assessment. The location of the Brittle Midge Orchid (*Genoplesium baueri*) was incorrectly mapped and resulted in a failure to realise that it occurs on the central route. Thus there has been no assessment provided for this species. There have been no targeted surveys for the Broad-headed Snake based on the incorrect assertion that there is no suitable habitat for this species. The Dept of Planning should demand that all of this unfinished work be finalised and then resubmit a completed job for further community comment.

One needs to question the purpose and logic behind the construction of a road through the Bomaderry Creek Bushland.

In the first place the Biodiversity Assessment establishes that this latter route poses a much less environmental impact. We are concerned that Council's refusal to accept this option goes a lot further than any cost/benefit analysis that can be developed to suit the proponents preconceived preferences? There is clear evidence that the above threatened fauna species, three threatened plant species and many other natural and recreational values will be significantly impacted by Option 1 and that Option 2 poses lesser though nevertheless significant impacts to the Bushland's values. We are therefore opposed to Options 1 and 2 which cut through the main body of the Bomaderry Creek Bushland and we favour Option 3, the West Cambewarra (parallel) Road route, which passes along the edge of the Bushland.

According to the EAR, it's main purpose is to decrease the lengthy traffic queues on Illaroo Road at its intersection with the Princes Highway. However, there are even more extensive queues on the Princess Highway as a result of this intersection and the intersection with Bolong Road where extensive queues also occur. But for some unknown reason only Illaroo Road gets favourable attention from the Shoalhaven City Council. Regardless of which link road is chosen, anyone choosing it as a means of a relatively faster and queue-free drive from North Nowra to the Nowra CBD, will be very disappointed. Apart from the fact that they will have to drive an extra distance (about 50% more than on Illaroo Rd), they will be joining an even longer traffic queue on the Princes Highway.

Shoalhaven Council acknowledges the ever-growing number of cars and traffic delays on the Princes Highway, which can only be resolved with the building of a new bridge over the Shoalhaven River, but

pass this off as a RTA responsibility. Rather than giving priority to working with the RTA to get the real problem rectified, they prefer to spend around 18 million dollars of taxpayer's money for a "no solution" road.

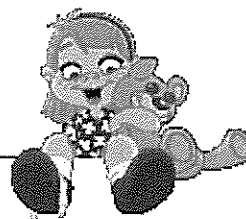
There are many small but significant proposals that Council could undertake in preference to spending so much money on a link road, such as modifying the traffic congestion around the Illaroo Road school which could significantly improve traffic flows on Illaroo Road and yet this simple measure has been ignored for years.

The whole idea of destroying a unique bushland full of threatened species of flora and fauna in order to give the residents of North Nowra a false sense of a better life style, while disregarding the impact of this on the life style of the residents of Bomaderry is a thoughtless exercise based on ignorance and incompetence.

How the Shoalhaven Council can run with the idea of ruining the "green lungs" of the city rather than preserving them for present and future generations is beyond us.

Yours sincerely

Kristina Nilsson
President
Jervis Bay Regional Alliance
PO Box 21, Vincentia NSW 2541
4443 9986



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Andrew Beattie - Concept Plan - Application No 07-0037

From: "kristina nilsson" <kristinadd@bigpond.com>
To: <andrew.beattie@planning.nsw.gov.au>
Date: 24/03/2011 8:10 PM
Subject: Concept Plan - Application No 07-0037

Dear Andrew Beattie,
 I might have sent you a draft letter instead of the one below.
 If that is the case please disregard it. I apologise for any inconvenience.
 Kind regards,
 Kristina Nilsson

To the Director, Infrastructure Projects

The Jervis Bay Regional Alliance represents different organisations and individuals from the Shoalhaven Region - from "different walks of life". We all support competent and justifiable improvements to the every day life of local residents.

However, although Shoalhaven Council's environmental assessment is extensive we were able to find many discrepancies and voids in it.

There are some omissions that pose a question of significance and objectivity for this document as well as the work ethic of people engaged in this process.

Every Environmental Assessment prepared for public display should comply with the Director-General Requirements. For example, the DEC guidelines for threatened species assessment were not complied with as far as the following species are concerned: Giant Burrowing Frog, Spotted-tailed Quoll, Grey-headed Flying Fox and Eastern Pygmy Possum. In fact the Eastern Pygmy Possum has now been found in the Bushland and yet this very important discovery of another threatened species has not been acknowledged in the assessment. The location of the Brittle Midge Orchid (*Genoplesium baueri*) was incorrectly mapped and resulted in a failure to realise that it occurs on the central route. Thus there has been no assessment provided for this species. There have been no targeted surveys for the Broad-headed Snake based on the incorrect assertion that there is no suitable habitat for this species. The Dept of Planning should demand that all of this unfinished work be finalised and then resubmit a completed job for further community comment.

One needs to question the purpose and logic behind the construction of a road through the middle of the Bomaderry Creek Bushland. After all the new West Cambewarra (parallel) Road route is the ideal answer to both protect the Bushland meet the community's traffic needs.

The Biodiversity Assessment establishes that this latter route poses a much less environmental impact. We are concerned that Council's refusal to accept this option goes a lot further than any cost/benefit analysis that can be developed to suit the proponents preconceived preferences? There is clear evidence that the above threatened fauna species, three threatened plant species and many other natural and recreational values will be significantly impacted by Option 1 and that Option 2 poses lesser though nevertheless significant impacts to the Bushland's values. We are therefore opposed to Options 1 and 2 which cut through the main body of the Bomaderry Creek Bushland and we favour Option 3, the West Cambewarra (parallel) Road route, which passes along the edge of the Bushland.

According to the EAR, it's main purpose is to decrease the lengthy traffic queues on Illaroo Road at its intersection with the Princes Highway. However, there are even more extensive queues on the Princess Highway as a result of this intersection and the intersection with Bolong Road where extensive queues also occur. But for some unknown reason only Illaroo Road gets favourable attention from the Shoalhaven City Council. Regardless of which link road is chosen, anyone choosing it as a means of a relatively faster

and queue-free drive from North Nowra to the Nowra CBD, will be very disappointed. Apart from the fact that they will have to drive an extra distance (about 50% more than on Illaroo Rd), they will be joining an even longer traffic queue on the Princes Highway.

Shoalhaven Council acknowledges the ever-growing number of cars and traffic delays on the Princes Highway, which can only be resolved with the building of a new bridge over the Shoalhaven River, but pass this off as a RTA responsibility. Rather than giving priority to working with the RTA to get the real problem rectified, they prefer to spend around 18 million dollars of taxpayer's money for a "no solution" road.

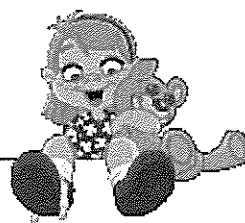
There are many small but significant proposals that Council could undertake in preference to spending so much money on a link road, such as modifying the traffic congestion around the Illaroo Road school which could significantly improve traffic flows on Illaroo Road and yet this simple measure has been ignored for years.

The whole idea of destroying a unique bushland full of threatened species of flora and fauna in order to give the residents of North Nowra a false sense of a better life style, while disregarding the impact of this on the life style of the residents of Bomaderry is a thoughtless exercise based on ignorance and incompetence.

How the Shoalhaven Council can run with the idea of ruining the "green lungs" of the city rather than preserving them for present and future generations is beyond us.

Yours sincerely

Kristina Nilsson
President
Jervis Bay Regional Alliance
PO Box 21, Vincentia NSW 2541
4443 9986



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139

From: <neiljfox1@bigpond.com>
To: <andrew.beattie@planning.nsw.gov.au>
Date: 23/03/2011 6:55 pm
Subject: North Nowra Link Road
Attachments: NowraLinkRoad.doc

Hi Andrew

Attached please find a submission about the North Nowra Link Road.
Could you please acknowledge that you've received this.

thanks
Neil Fox

SUBMISSION FOR NORTH NOWRA LINK ROAD

Regarding the proposed North Nowra Link Road, I support the North option parallel to West Cambewarra Road and would use it. This option would;

- 1) Have minimal impact on The Bomaderry Creek Reserve.
- 2) Give traffic from North Nowra the choice of turning in 4 directions.
- 3) Deliver traffic into the northern edge of Bomaderry.
- 4) Help the further development of North Nowra/Bangalee/Cambewarra
- 5) Be cheaper since the Bridge is small with easy access.

I oppose any option that would go through & divide the Bomaderry Creek Reserve which has high environmental, aesthetic & recreational values that would all be negatively effected by the Shoalhaven Council's preferred Pitt St./Narang Rd. option.

By dividing the Reserve with a road;

- 1) Many native animals will become roadkill.
- 2) A noisy, ugly Road will disturb a quiet, beautiful Reserve.
- 3) The habitat of a plant that grows nowhere else on the planet will be disturbed. There's a patch within 5metres of the edge of the proposed road!
- 4) This option will destroy 3 rare trees out of a population of 20. That's 15%.
- 5) A big patch of Grey Gums, which Sugar Gliders feed on, will be destroyed.
- 6) This option dumps traffic onto a roundabout on the Princes Highway with only 2 directions to turn. There is a slow School Zone immediately to the South. There is already congestion in this part of the Highway that this road would make worse.
- 7) The cost of building a tall bridge over Bomaderry Creek, with difficult access, including moving power lines, re-locating a large water supply pipeline, plus exit/entry provision for Narang Road businesses, tennis courts & the picnic area must exceed the cost of a small bridge with easy access on the West Cambewarra Rd option.
- 8) The Land swap deal that Council is offering as a sweetener means that the Reserve would be burdened with a weed infested area. Is remediation of this land included in the deal?
- 9) It should be noted that this option will not solve the main traffic congestion problem north of Nowra bridge. Most congestion is with South bound traffic trying to get across the bridge. Any

Link Road can only move the congestion from Illaroo Rd. to the Princes Highway where it still won't be able to get across the bridge.

Yours truly,
Neil James FOX
121 Berry St.
Nowra 2541
44212778

Andrew Beattie

140

From: Naomi Godslove <naomig333@hotmail.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 24/03/2011 9:59 PM

To whom it may concern

Although I live out of the area, I have often walked in the Bombaderry Creek area; not only is it stunningly beautiful but I also believe it to be a very environmentally fragile area. It would be a tragedy were we to lose even part of this area to a road & not be able to enjoy this pristine area.

I am concerned re the proposed development in the area & support the link road option along west Cambewarra Rd

I remain

yours sincerely

Naomi Groothoff, RN., ND., CCU Dip., Dip Couns

Carthago Court
36/62 Beane St
Gosford NSW 2250
Ph - 02 4322 3382
M - 0412 780 177

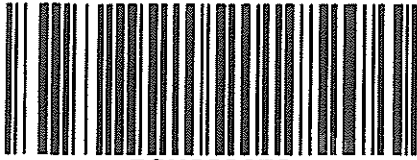
141

Andrew Beattie - no link road

From: "janfuryk" <jfuryk@virginbroadband.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 24/03/2011 10:26 PM
Subject: no link road

Enough is enough= no we don't need a link road ,I cannot see how such a proposal could ever alleviate the congestion at the corner of Illaroo Rd and the Highway.The majority of traffic at that intersection during peak times are travelling south across the bridge [ie turning right] only to blend with the congested traffic coming from Bomaderry.The only solution to this problem especially with plans for future housing development is for a second bridge across the Shoalhaven River.

A link road would only be used by traffic coming from areas west of Pitt St.who are intending to travel North,unless the option to turn right at the Highway was removed altogether.Then the congestion would just be transferred to the Highway between Narang Rd and the bridge.[moving the problem doesn't resolve it]
Jan Furyk 17 Bimbimble Ave Bangalee.

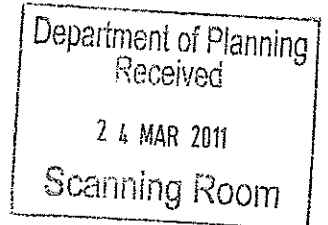


PCU020950

(42)

SYLVIA EGAN
4/265 HAMES RD.
YERRIYONG NSW 2540.

TO THE DEPT OF PLANNING
INFRASTRUCTURE PROJECTS
P.O. BOX 39 SYDNEY, NSW 2001.



RE NORTH NOWRA LINK RD
CONCEPT PLAN APPLICATION NO 07_0037

Dear Planning People,

To all those concerned with the proposed North Nowra Link Rd, I am writing to express my absolute opposition to Council plans to put a roadway through the middle of Bomaderry Creek Bushland.

The destruction of this beautiful area of nature, its wild plants and animals is too astronomical and atrocious to imagine.

Please open your eyes to the big picture. Such destruction of Great Nature can only lead to compensation phenomena sooner or later.

I totally understand the need for another road linking North Nowra to the Princes Highway:

For this purpose the only justifiable solution possible is the adoption of OPTION 3 of a West Camberwatta (Parallel) road link.

I look forward to seeing this option achieved for the best possible outcome for people and nature and the future of the planet.

Yours sincerely

S Egan. 22.3.2011

PAULINE COOPER.

HOUSE 5, 265 HAMES RD

FALLS CREEK. NSW 2540

23-2-2011.

THE DEPT OF PLANNING

INFRASTRUCTURE PROJECTS

P.O. BOX 39, SYDNEY. 2001.

RE: NORTH NOWRA LINK RD.

CONCEPT PLAN APPLICATION NO. 07-0037.

Dear Planning Staff,

I, and my extended family, are totally opposed to any road through and over the Bomaderry Creek Bushland. To do this to such a beautiful, unique and special place is obnoxious. Its value cannot be measured against travel times, distances, and petrol useage. I have walked the bushland, wild places far from roads, all my life, and I have never known a place with such diversity and natural beauty in a small area, close to civilization.

I have lived in the Shoalhaven for nearly 40 years and my children, grandchildren, and great-grandchildren, also approx. 50 visitors have all experienced the wonders of this place - serenity, peace with self and the world, a "oneness" with nature, awe at the amazing rock formations, the extreme beauty, the 'adventure' of the changes - e.g. next bend is a completely different area, the caves. All visitors say it must be preserve. My son is physically disabled, yet the newer disabled access area still gives him the old feeling I AM IN THE WILDERNESS! It is essential for our well-being as humans.

I am only in favour of OPTION 3, West Cambewarra. (Parallel) road link. Yours sincerely, Pauline Cooper.

Andrew Beattie - Bomaderry Creek

From: lance johnson <lancej.11@gmail.com>
To: <andrew.beattie@planning.nsw.gov.au>
Date: 26/03/2011 9:16 AM
Subject: Bomaderry Creek

144



grey gums along proposed route stable food for the yellow bellied glider



proposed gorge for bridge most expensive option

145

From: lara hindmarsh <larahindmarsh@gmail.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 27/03/2011 11:08 am
Subject: bomaderry Creek
Attachments: bomaderry creek..odt

Lara Hindmarsh
"Alne Bank"
61 Alne Bank Lane Gerringong
NSW 2534
M: 0423641132
E: larahindmarsh@gmail.com

To whom it may concern,

Bomaderry Creek is a lovely place to visit. The Nerang loop walk takes you to another world of natural splendour. I am appalled to think that councillors who are concerned about the value of their homes have more of a say in this decision than the public and that putting a road through such a unique natural area is even a viable option in the first place- clearly the road should go through West Cambewarra. A councillor is simply a member of the public but who seems to influence decision making, such as diverting a road a distance from their property so it maintains value. In a democratic society this is hardly justifiable to put personal interest above that of the public, or push something to get approved without consideration of the environmental affects. There is no way this road can go ahead if the environmental risks have been considered- Yellow Bellied Glider trees, Lyre bird Mecca zone, pollutants from the road running downstream to basically destroy the established ecosystems.
PLEASE DON'T PUT THIS ROAD THROUGH. It is not right on many levels. Consider this decision very carefully because once this road goes through, the environmental damage cannot be undone.

Please take this letter into serious consideration,

Kind Regards.

Lara Hindmarsh.

--

Lara Hindmarsh

146

From: Joanna Evans <jevans@accsoft.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 28/03/2011 12:33 pm
Subject: Link Road Nowra Feedback
Attachments: Link Road letter.doc; Part.002

Please find attached a letter of feedback regarding the Link Road options in Nowra.

Yours sincerely,

Residents of Lots 11, 4, 6 52 Lilly Pilly Lane and 52A Lilly Pilly Lane Tapitallee.

Lots 11, 4, 7
52 & 52A Lilly Pilly
Lane
Tapitallee
NSW 2540

Attention Director, Infrastructure Projects
Major Project Assessment
Department of Planning
GPO Box 39
SYDNEY NSW 2001

28 March 2011

Dear Sir/Madam

We are writing to object strongly to the 'preferred option' for a link road.

The proposed option slices significant bush land in half contravening basic bush corridor principles for wildlife. It completely dissects a wonderful bush environment which we value so much in North Nowra and Bomaderry.

This bushland contains a breeding colony of flying foxes, a species which is listed as endangered, significant local orchids and frogs. The bush will be decimated by a road through the middle. Road kill is already significant in this area and will only be increased by building a road through bush.

West Cambewarra Road already exists. We support using this road as the Link Road with a connection through to the highway.

Yours sincerely,

Alison Friend and Ineke Bergsma,
Joanna Evans
Clair Bruton
Sandi and John Rutledge

Andrew Beattie - North Nowra Link Road - Concept Plan Application 07-0037

147

From: ron lukin <ronlukin@gmail.com>
To: <Plan_comment@planning.nsw.gov.au>
Date: 28/03/2011 2:23 PM
Subject: North Nowra Link Road - Concept Plan Application 07-0037
CC: <andrew.beattie@planning.nsw.gov.au>
Attachments: NorthNowraLink Rd_rev1.3.pdf

NSW Planning Department

Attention: Andrew Beattie

Please find attached my submission in respect of the North Nowra Link Road - Concept Plan Application No. 07-0037.

I am sorry it is a bit late but it took some time to compile however I understand from the email below that submissions after the official closing date of 18 March will be accepted for a period of nominally two weeks after that date.

Thanking you,

Ronald G Lukin
 40 Yurunga Drive, North Nowra NSW 2541
 email: ronlukin@gmail.com
 Ph: 02 44232357
 MB: 0428233577

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

From: Dinuka McKenzie
To: terrybar@sctelco.net.au
Cc: Andrew Beattie
Sent: Wednesday, March 16, 2011 12:14 PM
Subject: North Nowra Link Road

Dear Mr Barratt,

Just to confirm our phone conversation from a moment ago, the Department does not at this stage intend to extend the formal exhibition period for the North Nowra Link Road project.

However, consistent with normal process, the Department will accept late submissions received within a reasonable period of the close of the exhibition period (i.e. within 2 weeks).

Please do not hesitate to contact me on 9228 6348 or Andrew Beattie on 9228 6384 should you wish to discuss or clarify.

Yours sincerely,

Dinuka McKenzie

Infrastructure Projects

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

Views expressed in this message are those of the individual sender, and are not necessarily the views of the Department.
 You should scan any attached files for viruses.

Andrew Beattie - Re: North Nowra Link Road - Concept Plan Application 07-0037

From: ron lukin <ronlukin@gmail.com>
To: <Plan_comment@planning.nsw.gov.au>
Date: 8/04/2011 9:21 AM
Subject: Re: North Nowra Link Road - Concept Plan Application 07-0037
CC: <andrew.beattie@planning.nsw.gov.au>

G'day Andrew,

In re-reading my submission on the North Nowra Link Road - Concept Plan Application No. 07-0037 I have noted a fairly obvious typographic error in Para 12 that I would like to correct.

In Para 12 where I have referred to "Mona Vale Rd" this should read "Moss Vale Rd".

Thanking you

Ronald G Lukin
40 Yurunga Drive, North Nowra NSW 2541
email: ronlukin@gmail.com
Ph: 02 44232357
MB: 0428233577

To: NSW Department of Planning

Subject: Submission on North Nowra Link Road Options

Summary:

I have been a North Nowra resident for over 9 years and reside in Yurunga Drive. I fully support the construction of a North Nowra Link Road but not one that goes through the centre of our Regional Park where the environment impact will be large. My preference is for the Link Road to follow the West Cambewarra Rd parallel route or Northern option where the environmental impact on the Regional Park will be far less and the questionable short term traffic benefits to Illaroo Rd will be only slightly less than Council's preferred Central route. I have reviewed the Documents on Exhibition and wish to submit the following points in support of my position:

1. But first I would like to point out that the documents on exhibition are complex and beyond the ability and patience of most residents to fully appreciate the impact and benefits to the community. In my opinion the three Link Rd options have not been considered impartially and there is a preference towards supporting the Council's preferred Central option. The Council has shown little interest in impartially explaining the issues involved and encouraging residents to provide an input.
2. There is no doubt a Link Road in North Nowra will provide a much needed alternative access to the Highway especially in the event that Illaroo Rd is blocked by an accident. At present it is a very long way around via Cambewarra Village. I am not aware of any North Nowra residents who do not want a Link Road but there are many who do not want it to go through the middle of our Regional Park.
3. I am advised that in the mid 80s Council had plans to subdivide most of the subject bushland and it made perfect sense at that time to relocate the long proposed link road from its traditional West Cambewarra Rd alignment to the centre of this subdivision. However times have changed and a Regional Park has been created in the subject bushland to protect several highly endangered plants and animal species and as a consequence the proposed housing subdivisions have been greatly reduced. The community is also much more environmentally aware and concerned about the impact of climate change and the need to preserve the biodiversity of bushland areas close to urban areas.
4. The Council's intention to have part of the Regional Park revoked to enable their preferred Central route makes a mockery of the Commonwealth and State environmental protection laws. Once an area is protected the community's expectation is that it would be removed from any future development consideration except in exceptional circumstances. In this instance there is a viable alternative, the Northern Link Rd option, that is almost as good and some will argue better in the long term.
5. The Park was primarily created to protect the *Zieria Baeuerlenii* which is a unique plant that is not known to exist anywhere else in the world. Council's preferred Central Link Rd option passes through the centre of these plants and had to be rerouted slightly and its width reduced to avoid a cluster of *Zierias*. There is a real doubt that this cluster will survive the road construction.
With such developments there will always be unintended consequences that will effect these plants in the future. This would include water run-off, erosion, weed growth due to disturbance, indiscriminate spraying, rubbish thrown from passing cars and possibly vandalism. Native animals attempting to cross from one half of the Park to the other are also likely to end up as "road kill".

6. Council's revised West Cambewarra Road parallel route for the Northern Option is very good as the road is now set back 50m in the bush and will provide local residents with privacy and a natural noise barrier. Additionally safety is also improved as residents will now not have direct access to the parallel Link Rd from their driveways and as a consequence Link Rd speeds will not be compromised..
7. The Traffic study in the latest Environmental Assessment Report (EAR) is very complex however I believe it falls down in two important areas.
The first is that it compares Time and Kilometres travelled for the three Link Rd route options but fails to compare them against using the existing Illaroo Rd. It is suggested in the modelling that most of the 30% of Illaroo Rd traffic that turns left at the highway will go via the new Link Rd thereby providing a significant (short term) relief to Illaroo Rd.
In practice this benefit is unlikely to be achieved as most of the residents that reside to the east and south of the North Nowra Shops will continue to go down Illaroo Rd rather than take the long way round via the Link Rd. As a consequence the Council's preferred Central Link Rd option will have less than an estimated 10% impact on the Illaroo traffic levels and the parallel West Cambewarra Rd Northern option around 8.5%. I live in Yurunga Dv and I for one would continue to use Illaroo Rd to go to the Nowra CBD, to Bomaderry and to Sydney via Bolong Rd.
The traffic impact difference between the Central and Northern Link Rd options is only in the order of 1.5%. I don't believe this small disadvantage is worth the higher environmental cost of Council's preferred Central option.
8. The second point is that the cost benefit analysis in the traffic modelling does not include an economic value for the bushland biodiversity that is degraded and put at risk by the Central option going through the middle of the Regional Park and across the Bomaderry Creek Gorge. This gorge is potentially one of Nowra's premier tourist attractions and the future loss of Tourist revenue also needs to be accounted for in the cost benefit analysis for the Central Link Rd option.
9. Furthermore it is noted that the preferred Central Link Rd Option is assessed with a number of River Crossing Relief (**RCR**) actions; ie banning the right turn into Illaroo Rd from the highway, provide a dedicated left turn lane from Illaroo Rd onto the Highway plus fixing Bridge Rd turnoff to prevent turning traffic from blocking a lane on the old bridge. These actions will provide a significant short term benefit and will force more residents to use the Link Rd. However residents are likely to strongly object to banning the right turn into Illaroo Rd which will significantly reduce the traffic benefits of the **RCR** actions .

My question is why weren't these **RCR** actions also considered in respect of the cost benefit analysis for the Northern and Southern Link Rd Options.

10. The traffic modelling also fails to mention the congestion and queuing caused by the Illaroo Rd Public School during the AM Peak and around 3pm at the start of the PM peak. There is an increase in traffic with Parents turning right into Crest Ave to drop their children off on the opposite side to the school and buses parked on the school side blocking the kerb side lane. All these children also have to cross at the lights to get to school causing more traffic delays. The drop off times corresponds with the AM peak whereas the pick up times mostly misses the PM peak.
To minimise this congestion a bike/pram friendly overpass and bus parking that does not impact on a traffic lane is required.

Additionally Council also need to look at programs to encourage more children to walk or ride their bikes to school. The extra physical activity may even reduce the worrying increase in childhood obesity.

The only reference that I could find to this congestion was in the JBA Planning EAR in para. 3.6.2 and I quote: "...in school holidays, traffic through the Illaroo Rd/Princes Highway intersection is generally acceptable".

PS: I note also that there is more detail on the Illaroo Rd School congestion in the 2007 GSA Planning Preliminary Environmental Assessment

11. The interpretation placed on the current higher PM (vs AM) Illaroo Rd accident statistics is I believe not so much due to congestion as stated but the opposite. During the PM peak on Illaroo Rd there is little congestion as we have a dedicated slip lane off the bridge and as a consequence traffic speeds are higher. There is also the added danger that you are looking straight into the sun as you drive up Illaroo Rd and this combined with the higher speed is very likely the cause for the higher accident rate. The only significant congestion experienced early in the PM peak is caused by the school where it can take up to three traffic light changes to get through.
12. The Central Link Rd option via the Nerang Rd roundabout only provides north or south choices on the highway whereas the Northern Link Rd option joining the Mona Vale Rd near the existing highway roundabout provides direct access to Kangaroo Valley, Bomaderry as well as north and south on the highway.
13. The Council's Nowra Bomaderry Structure Plan (NBSP) indicates that a large percentage of the expected growth in Nowra will be in the North Nowra area either in new areas to the west of the North Nowra shops (ie Crams Rd and Bangalee) OR alternatively through urban consolidation around the North Nowra shops. I would think opening up new urban areas west of the shops is the most likely in the medium term and the extra traffic generated as a consequence is more likely to use the Link Road. The performance of the Northern Link Rd option in this case would be similar or slightly better than the environmentally destructive Central Link Rd option.
Traffic generated by the urban consolidation option around the North Nowra shops on the other hand would more likely be split between the Link Rd and Illaroo Rd.
14. The **Approvals** required for Council's preferred Central option will be more complex and protracted than those required for the parallel West Cambewarra Rd Northern option. To date Council has been trying for over 20 years to get approval for their preferred Central option at great expense to ratepayers.
15. The indicated **construction cost** for Council's preferred Central route is only slightly more expensive than for the parallel West Cambewarra Northern option which looks fairly straight forward with less chance of cost overruns. The bridge cross the Bomaderry Creek is slightly upstream from a point where you can wheel a bike across.
The Central Option on the other hand requires a much larger bridge across a deep gorge which will require a very large crane to lift the beams into place. Locating such a crane on the edge of the gorge may be a problem. It is also unclear whether they have included the cost of relocating the power line and water pipeline. There seems to be a much greater potential for cost over runs with Council's preferred Central Option.
I hope costs are not the only deciding factor but if they are then these estimates need to be looked at in more detail.
16. Illaroo Rd I believe is destined to always be a very busy road unless right turn access to and from Illaroo Rd at the highway is blocked and residents are forced via the link road. This is

obviously impractical and would cause massive congestion elsewhere in the network. The alternative is to provide an efficient traffic interchange that allows uninterrupted flows between Illaroo and Bolong Rds as well as up and down the highway and over the old two lane steel bridge. The downside is that Illaroo Rd would carry more rather than less traffic although it would be moving rather than being stationary. Illaroo Rd residents however would have trouble getting out of their driveways and the accident rate could increase.

17. The present steel bridge is a major restriction in that it is very old, only has two lanes, may be susceptible to high floods and has a serious height restriction. With a total dependence on road transport on the south coast sooner or later a truck is going to hit the bridge and put it out of action for a period as has happened in the past. The chaos this would cause is hard to imagine.

Without the Western Bypass this bridge must be replaced sooner rather than later.

18. The fabled Western Bypass is considered to be a long way off and very likely it would be optimised for through highway traffic rather than local Nowra traffic. According to the EAR only 10% of the present peak hour bridge traffic is considered to be through highway traffic. The other 90% is split equally between local and regional traffic.

The proposed route for the Western Bypass in the Council's Structure Plan is in an ideal geographic position to provide a genuine alternative route for North Nowra local traffic over the river. If local traffic access were allowed this would significantly reduce the peak hour traffic levels on Illaroo Rd and the old two lane steel bridge would then principally only be carrying Bomaderry and Bolong Rd traffic. This could defer the need for an expensive Bolong Rd and Illaroo Rd traffic interchange and replacement of the old steel bridge. With the through highway traffic diverted from the old bridge the risk of a truck hitting it would also be greatly reduced.

19. In all the Link Road documentation there is no mention of any initiatives that could be considered to reduce the volume of "local" vehicular traffic going into the Nowra CBD. This could include rezoning for higher density housing near the CBD, providing better public transport and actively promoting the use of bicycles as an efficient transport alternative for commuting to school, work and shopping as they do in Europe where cycling is an integral part of the transport mix.

I have lived for a period in Europe, mainly in Germany, where towns are designed for people not cars. In general they don't have large car parks within their CBDs as we do in Nowra. There are also very few roads in Germany that don't have an off road cycle path on one or both sides and bicycles have right of way over cars at un-signalled intersections. In the Netherlands over 20% of the bicycles sales are now battery boosted which would be very suitable for getting up the Illaroo Rd hill.

Melbourne, Canberra and Perth and a number of other major towns in Australia have had some success in promoting the use of bicycles commuting to reduce congestion. Sydney's Lord Mayor in attempting to do the same in Sydney.

It is also noted that during weekdays the Shoalhaven Council offices is surrounded by parked cars. They have filled all the Council and Entertainment Centre parking spaces and are also parked on grassed areas. Yet a large percentage these employees would live less than 10km from where they work and their families would very likely require two vehicles. The Council could look at incentives that would at least get some of them out of their cars.

The same would apply to the schools where initiatives such as supervised walking and cycling school buses could be promoted.

The Council would need to provide the necessary safe infrastructure but that would be a lot less expensive than building bigger roads and car parks.

20. In conclusion I fully support provision of a Link Road noting that by it self I believe it will do little to improve the traffic situation on Illaroo Rd or the Highway HOWEVER, I do NOT support it being located through the centre of our Regional Park when there is a reasonably viable alternative.

Implementation of the River Crossing Relief (**RCR**) options in conjunction with the Link Rd is also supported and I believe will provide a more significant short term benefit. However as previously noted I doubt that the community will accept a banning of right turn into Illaroo Rd.

Prepared by :

Ron Lukin, Yurunga Drive, North Nowra
email: ronlukin@gmail.com
18th March 20011

Copy:

- Mayor; Shoalhaven City Council
- Joanna Gash, Federal Member for Gilmore
- Gareth Ward, State Member for Kiama
- Shelley Hancock, State Member for South Coast
- South Coast Register

148

Andrew Beattie - Link Rd, North Nowra

From: jenny thompson <jennythom1802@yahoo.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 28/03/2011 3:04 PM
Subject: Link Rd, North Nowra
CC: Peter <peter.barley@environment.nsw.gov.au>

Dear Sir/Madam

I am writing to object strongly to the Shoalhaven Council's Central Option for Link Road which in effect creates a whole new road from Narang Rd at Bomaderry to Pitt St at North Nowra.

This proposed option slices significant bush land in half contravening basic bush corridor principles for wildlife. It completely dissects a wonderful bush environment which we value so much in North Nowra and Bomaderry.

This bushland contains a breeding colony of flying foxes, a species which is listed as endangered, significant local orchids and frogs. The bush will be decimated by a road through the middle. Road kill is already significant in this area and will only be increased by building a road through bush.

West Cambewarra Road already exists. I support using this road as the Link Road with a connection through to the highway to the north and the building of a new road to travel west of Karana Drive and Coconut Drive to link up to Pitt St to the south which is, I gather, where the second Shoalhaven Bridge will be built to bypass Nowra and our local traffic.

Yours sincerely

Jenny Thompson

3/52 Lillypilly Lane, Tapitallee

149

Andrew Beattie - Bomaderry Creek - Link Road

From: Christine Rigg <christine@shoalhaven.net.au>
To: <plan_comment@planning.nsw.gov.au>, <andrew.beattie@planning.nsw.gov.au>
Date: 29/03/2011 11:54 PM
Subject: Bomaderry Creek - Link Road
Attachments: Rigg Bom Link Rd.pdf

Dear Mr Beattie, and Department of Planning,

Attached is submission regarding the North Nowra Link Road - MP07-0037.

Yours faithfully
Christine Rigg

PO Box 5, Sanctuary Point, 2540
29th March, 2011

Andrew Beattie
NSW Department of Planning
GPO Box 39
SYDNEY, NSW 2001

Dear Mr Beattie

Re: North Nowra Link Road - MP07-0037

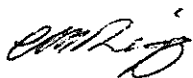
I am opposed to construction of the North Nowra Link Road through the Bomaderry Creek Regional Park *except* for the West Cambewarra option.

The Bomaderry Creek Regional Park is an exceptional Park with its significant and unique biodiversity, and location so close to the urban area. It must be preserved for future generations who will appreciate its values and praise those who were farsighted enough to make sure it was untouched by damaging structures.

The proposals for roads such as the Narang Pitt Street option would severely damage the Bomaderry Creek Regional Park. To have such a park would be the envy of any town. It is truly a respite from the stresses of modern life and very accessible.

The option of developing the West Cambewarra Road for accessing North Nowra and Bangalee makes much better sense as the best way to solve the traffic problems with regard to Illaroo Road, as well as providing a safe access into and out of North Nowra should Illaroo Road become blocked for any reason. Other benefits to the West Cambewarra option are minimising slowing & turning traffic near the school zone on the highway, and keeping traffic coming into North Nowra from the North on the Highway and Moss Vale Road, out of the majority of Bomaderry altogether.

Yours sincerely



Christine Rigg

150

From: Joanna Evans <jevens@accsoft.com.au>
To: plan_comment plan_comment <plan_comment@planning.nsw.gov.au>
CC: <nana@nana.asn.com.au>, Media NSW South Coast
<steve.amesbury@gmail.com>...
Date: 29/03/2011 8:04 pm
Subject: Link Road - Native Animal Network submission
Attachments: NANA_Submission_NorthNowra_Link.pdf; Part.002

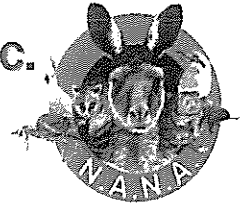
Please find attached a submission from Native Animal Network Association regarding the proposed North Nowra Link Road, the Wildlife Rescue Group authorised by National Parks in this area.

Thanks you and regards,

Joanna Evans
President
Native Animal Network Association

Native Animal Network Association Inc.

P.O. Box 666, Nowra NSW 2541



Attention Director, Infrastructure Projects
Major Project Assessment
Department of Planning
GPO Box 39
SYDNEY NSW 2001
28 March 2011

Dear Sir/Madam

Re: Protected Species in 'Preferred' option for North Nowra Link Road.

The Native Animal Network is an incorporated Association of several hundred members. We are licensed by the National Parks and Wildlife Service to rescue and rehabilitate sick, injured and debilitated wildlife in an area stretching from the southern Illawarra to the Victorian border and west to the Southern Highlands.

Our association understands the need for a link road to temporarily relieve the strain on Illaroo Road North Nowra. However, we have significant concerns about the environmental impact of the "preferred route" through the middle of the Bomaderry Creek Regional Park. We support instead the less damaging northern route along West Cambewarra Road.

In the details of the letter below, we have outlined our reasons for opposing the preferred option. In summary, these are:

- Statements in appendix F (Biodiversity Assessment) that are inaccurate or impractical
- Threatened and common species of fauna will be impacted and at least one local species may become locally extinct as a direct result of the preferred option
- Important aspects have been glossed over in the proposal, and other crucial threatening processes (especially destruction of feed trees) has been largely ignored
- Many of the mitigation strategies are ineffective and will deliver no discernable mitigation to the very real threats presented by the proposal
- Our wildlife rescue organisation will be impacted financially and our resources stretched to deal with the increased number of road-related wildlife incidents in that area

The details are examined on the following pages, and references and citations are at the end of the document.

Basis of our objection

Based on our local knowledge of the area, and experience in dealing with wildlife injuries associated with road traffic, we have numerous concerns about the preferred option being proposed. We wish to communicate our strong opposition to the preferred option being proposed in the North Nowra Link Road Concept Design Proposal. Some of the statements in the proposal, specifically in appendix F (Biodiversity Assessment) are in our opinion naive, ill-informed or deliberately misleading.

Impacts on threatened and common fauna species

There is no doubt that many protected fauna will be displaced and killed through land clearing, road building, and subsequent operation. We understand that for planning purposes, only species which are listed as threatened are considered. While the Biodiversity Assessment identifies a dozen such species, many other species will also be impacted (quite literally) by the proposed development.

We believe that the impact on the habitat / landscape has been understated. It is our understanding that the construction (particularly involving the bridge work) will involve the use of heavy machinery. This will involve the construction of staging and storage areas which do not seem to be adequately considered in terms of the overall clearing of the native vegetation / habitat.

Misleading Claim

The claim in the Biodiversity Assessment that the proposed new road will provide no greater barrier to fauna than the existing situation is patently misleading. The combination of the wide pavement, shoulder area and constant 24 hours per day traffic will provide a far more formidable threat than the existing small maintenance track which is seldom accessed.

This will threaten land based, arboreal and avian species. We refer you to recent studies on roadkill and the impact of roads on wildlife by Dr Daniel Ramp and Dr David Croft of the University of NSW.¹

Significant threat to *Petaurus australis*

The issue of the edge effect and habitat fragmentation is given brief mention in the biodiversity assessment, but largely glossed over. Fragmentation is a key threatening process, and a particular threat to the Yellow-bellied glider *Petaurus australis*.

The key threatening processes for this species are loss of hollow-bearing trees, loss and fragmentation of habitat and loss of feed trees (see DECC website)². A key mitigation is defined by DECC as "Maintain connectivity between habitat patches".³ The Wildlife Preservation Society lists a key mitigation practice as: "Limit the danger and fragmentation of habitat caused by the use of barbed wire fences and wide linear clearings for roads, power lines and fire breaks".⁴

Dr Rodney Van der ree at the Australian Research Centre for Urban Ecology (ARCUE), talking about squirrel gliders in Victoria, was quoted as saying "What appears to be happening is that those squirrel gliders who are on opposite sides of the highway are effectively different groups. Despite being just 100 metres apart, they might as well be one kilometre or ten kilometres apart. They have become cut off from the rest of their group and we are fearful that this could lead to local extinction." ARCUE says the loss and fragmentation of natural habitat is considered one of the primary threats to the conservation of biological diversity around the world. Roads in particular are a major cause of habitat loss and fragmentation.⁵

The “preferred option” is the only option that fragments the habitat to such an extent that it effectively creates two separate populations. Studies ⁶ have indicated that smaller populations such as those known to be in the Bomaderry Creek Regional Park, are unlikely to survive such fragmentation, and the species may be forced into local extinction.

Grey-headed Flying Foxes

The comments in the proposal regarding the colony of Grey-headed Flying Foxes *Pteropus poliocephalus* skimp on details which are germane. The colony is known to use several sites for roosting, not just the one currently being inhabited. Perhaps more importantly, the assessment does not note an unusual aspect of this particular camp, in that the Bomaderry Creek Regional Park provides not only a daytime roosting site (and maternity colony) but also a significant area of feed trees surrounding the creek. This creates the very real likelihood that the raised structure of the proposed bridge and other raised areas will intersect with the flight path of the bats between the roosting and feeding areas. Any additional power lines associated with a road in this part of the park also increases the risk to Flying-foxes.

The NSW best practice guidelines for the Grey-headed Flying-fox identify clearing of native vegetation, disturbance of roosting sites, noise, and power lines as threats to be avoided around colonies of Flying Foxes. The preferred route would provide threats in each of these categories.⁷

Ineffective Mitigation Practices

Based on over twenty years of first hand experience, we are not convinced that the key mitigation strategies will provide genuine protection to local fauna, especially threatened species.

- **60Kph Speed limit**
Our experience is that this will not greatly reduce injury from car strike. In terms of avian species, drivers have little warning of birds flying across the road from adjoining bushland. Even at 60 KPH, drivers do not have sufficient time to react between sighting a bird and impact. In terms of ground-dwelling and arboreal species, most are nocturnal and reduced visibility means that animals are often not observed until too late. Impact at quite low speed is often fatal to wildlife, and while a 60KPH speed limit might reduce the count, the overall carnage will be significant. As stated in the Tasmanian Government “Wildlife Roadkill Mitigation Information Kit “It is not known how effective the (reduce speed) signs are, but it is important to consider that even if the signs do not reduce vehicle speed or collision rate significantly, they almost certainly have an effect on some individuals, and are therefore worthwhile”.⁸
- **Road Signage**
We have no statistics to indicate the effectiveness of road signs. Many of our rescues take place within sight of animal warning road signs. It is recognised that wildlife warning signs are “to warn road users of animals which can cause significant damage or loss of control to passenger vehicles or serious injury to road users resulting from a collision. The primary purpose of the warning signs is not for the protection of the animal”.⁹

- Overpasses and Underpasses

There is no doubt that overpasses do have a beneficial effect, and that in time, some native animals will learn to use them. Some wildlife deaths will be avoided by the construction of overpasses. However it is unlikely that these will be used by any of the threatened species in the area.

A problem with overpasses is that they may lead to a “funnelling” effect. That is, native animals converge on one point to use the overpass. Predators, including feral species such as dogs, cats and foxes, learn to patrol these areas.¹⁰

The comments regarding overpasses apply here also. Overpasses will help to reduce the number of animals killed, but there is evidence that predators will learn to hunt around the underpasses.¹¹

According to one paper¹² a significant problem is that “solutions are aimed towards the larger, and therefore the more obvious, animals. A recent study in northern NSW looked at the number of frogs killed on a road adjacent to farmland and a wetland. The number of frogs killed in one summer was calculated to be over 40,000 on just a 4km stretch of road (Australian Zoologist, vol 34(2),p 190)”.

There have been a number of studies which question the effectiveness of wildlife underpasses and overpasses. While there is no doubt that they have some beneficial effect for individual animals, the overall effectiveness on populations is influenced by a number of factors, none of which have been addressed in the biological assessment. The common finding in most of these studies is that there is not yet enough evidence to demonstrate the effectiveness of these structures in maintaining biodiversity.

At the end of this submission we have provided references to several scholarly papers which examine the effectiveness of wildlife overpasses and underpasses.¹³

The so-called mitigation strategies are at best unproven and at worst, largely ineffective. They serve only to provide government with words which satisfy the requirement to put mitigation plans into practice, while in reality, may do little to reduce the destruction of local fauna.

Financial and logistical impact

Organisations such as ours are on the front-line of wildlife rescue. We see the damage, destruction and suffering first hand. There is also a logistical and financial impact on our association. Our organisation spends significant volunteer hours in rescuing injured wildlife and is conversant with the wildlife in and around the Bomaderry Creek area. A road which dissects this bushland will result in many native animals being killed outright, and hundreds more being injured. This means many more rescues for our already overstretched volunteer resources. This translates to thousands of dollars additional expenditure. As we are a self-funded non-profit organisation, we will therefore have to put even more effort into fundraising to counter the additional work that this road will create for us.

Summary

In summary, the Pitt Street option preferred by the proposal, will have a measurable effect on threatened species, a significant effect on common species, and create financial and logistical hardship for our association. There is a very real possibility that the Yellow-bellied Glider may become locally extinct if the preferred option proceeds. Many of the proposed mitigation strategies will be largely ineffective in reducing the overall impact on protected fauna.

Selecting the southern option will create even more damage to the Flying-fox camp. Of the options available, the northern route will provide the least environmentally damaging solution, as much of the native fauna has already been displaced due to the existing (West Cambewarra) road) and associated edge effect.

We strongly urge that the “preferred” route be abandoned in preference for the northern route, which is far less damaging environmentally.

Joanna Evans
President
Native Animal Network Association

References and citations

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- ¹ www.bees.unsw.edu.au/school/researchstaff/ramp/rampresearch.html
- ² www.threatenedspecies.environment.nsw.gov.au/tsprofile/profile.aspx?id=10601
- ³ NSW National Parks and Wildlife Service (2003) Recovery Plan for Yellow-bellied Glider (*Petaurus australis*). NSW NPWS, Hurstville NSW.
- ⁴ www.wildlife.org.au/wildlife/speciesprofile/mammals/gliders/yellow_bellied_glider.html
- ⁵ http://arcue.botany.unimelb.edu.au/road_overpass.html
- ⁶ Area Requirements For Viable Populations Of The Australian Gliding Marsupial *Petaurus Australis*. Ross Goldingay and Hugh Possingham 1995 - http://espace.library.uq.edu.au/eserv/UQ:10055/hp_bc_73_2_95.pdf
- ⁷ NSW Dept Environment and Climate Change: Best practice guidelines for the management of the drey headed flying fox www.environment.nsw.gov.au/resources/threatenedspecies/08540tsdsflyingfoxbpg.pdf
- ⁸ http://www.sustainablelivingtasmania.org.au/documents/roadkill_kit.pdf
- ⁹ Wildlife Warning Signs On Roads, Government of South Australia, Dept Energy Transport & Infrastructure Operational Instructions. www.dtei.sa.gov.au
- ¹⁰ Hunt, A., H.J. Dickens, and R.J. Whelan. 1987. Movement of mammals through tunnels under railway lines. *Australian Zoologist* 24:89-93.
- ¹¹ Norman, T., A. Finegan, and B. Lean. 1998. The role of fauna underpasses in New South Wales. Pages 195-208. Evink, G.L., P. Garrett, D. Zeigler, and J. Berry, editors.
- ¹² What effect are roads having on our biota? [www.newcastle.edu.au/Resources/ResearchCentres/TFI/Publications/35 Evan Pickett.pdf](http://www.newcastle.edu.au/Resources/ResearchCentres/TFI/Publications/35%20Evan%20Pickett.pdf)
- ¹³ Papers on wildlife underpasses and overpasses:
Factors Influencing the effectiveness of wildlife underpasses in Banff National Park, Alberta Canada Clevenger & Waltho - www.transwildalliance.com/resources/200884165345.pdf
Ability of Wildlife Overpasses to Provide Connectivity and Prevent Genetic Isolation, Corlatti, Hackl & Frey-Roos www.torontozoo.travel/pdfs/Conservation-Biology.pdf
There is also a collection of papers on the effectiveness of "Habitat Connectivity: Monitoring of Crossing Structures" in Chapter 8 of the proceedings of the 2003 International Conference on Ecology and Transportation.

151

From: Jane Richter <j.richter1959@gmail.com>
To: <andrew.beattie@planning.nsw.gov.au>
Date: 1/04/2011 11:46 am
Subject: Submission re: Bomaderry Creek Bushland
Attachments: Importance of Bomaderry Creek Bushland to the community.docx

Dear Mr Beattie

Thank you for your attention to this email. I am resending my submission as the email I sent earlier this morning did not have the map attached. I appreciate this opportunity to express my opinion on this important matter.

Thank you

Yours sincerely

Jane Richter

Importance of Bomaderry Creek Bushland to the Community

Introduction

Recently I participated in a community walk through the Bomaderry Creek bushland. I was in good company, as over 100 people of all ages joined in the guided walks on that weekend. We were treated to a couple of hours of enjoyable strolling (except for the youngest members of the group whose enthusiasm ensured they obtained the full workout). We were given a complete explanation of the flora, fauna and anthropology of the site by several members of the landcare group whose knowledge, experience and commitment are a precious gift to the local area.

This wonderful community asset is threatened by plans to construct a road which, though it lives high in the minds of many locals as the solution to the long-standing traffic woes of the region, will offer little or no relief in either the short or long terms. The intractable problem in the Shoalhaven has developed to its present state over many years of rapid regional growth coupled with urban traffic control plans that have been piecemeal at best and which have only ever served to move a specific transit problem a few kilometres to somewhere else.

Although three options exist for the route the proposed road may take, I strongly believe the one preferred by Shoalhaven City Council to be unsuitable on several grounds. In this submission I will elaborate on the reasons for this view, and for my strong opposition to any plan which will result in the destruction of this valuable community asset.

This submission is a personal view of a public problem. As a resident of the Shoalhaven for over 25 years I have an intimate knowledge of both the daily and seasonal traffic jam issues, of their duration, their causes and of the frustrating attempts of both local and state government bodies to remedy each situation, at the cost, very often, of creating another.



Zieria boeuerianii flower. Photo John Briggs. NPWS

Shoalhaven demographic

The Shoalhaven City urban area, about 2 ½ hours' drive south of Sydney on the Princes Highway, has, as its major geographical feature, the beautiful and broad Shoalhaven River which gives the 'city' both its name and its character. Despite the love that most of the population feels for this feature, it also gives the area its greatest planning challenge. The urban area of this 'city' consists mainly of three suburban areas which straddle the river, two on the north side, and one on the south and which depend for their connection on a pair of bridges which carry the highway.

Bomaderry is the suburb in the northern end of the Nowra urban area. Although largely residential, it is notable also for its light and heavy industry, which generates considerable traffic. The residential portion consists of low to medium density housing of a range of ages from '50s fibros to the present, and is dissected into east and west portions by the highway. The greater part of the suburb and almost all its facilities and services, including light and heavy industry, are located in the eastern portion. On the southern edge of the suburb Bolong Rd is a major arterial for private and industrial traffic. Residents of Bomaderry are generally of low to medium incomes, and a considerable number of aged and disabled pensioners and other low income families, individuals and groups live here. In the newer, northern areas, the housing resembles that of North Nowra. Bomaderry station is the southern terminus of the Illawarra railway line.

North Nowra, adjoining Bomaderry's south western edge and bordered by the river on the south, is an area of generally newer, low density housing and of families. The main approach is from the Princes Highway along the arterial Illaroo Rd. Beyond it lie the semi-rural areas of Bangalee, West Cambewarra and Tapitallee. The income in this area, on average, would probably be somewhat higher than that of much of Bomaderry. There is some limited entertainment and commercial facility, but no industrial area here.

Nowra, on the south side of the river, consists of a rich mix of housing, from the older, picturesque, Victorian Gothic grand ladies, to late C20th brick veneers. The income range is mixed from low to medium-high, depending on the area. It should be noted that the Shoalhaven lures many notable "A-listers" from the big cities, but they choose to inhabit rural expanses in the vast and glorious hinterland of Urban Shoalhaven: Nowra, generally, is a working town.

Where the traffic problem comes from:

In addition to its residential function, Nowra itself, on the south side of the river, is the centre for almost all the government, commercial, medical, educational and entertainment services of the region. It has grown to its present difficulty through many years of piecemeal attention to roads and transport planning over the region as a whole. As no doubt happens in many other areas the approval of new suburban developments, either from virgin bush or from 'retired' farmland, has occurred with attention being paid more to the acceptability of the development itself than to the pressure that the additional population and its needs will place on aspects of the system overall. In addition there are several outlying villages of this so-called city which, while once small, self contained and rural-based, are now ever more attractive to families and retirees leaving the larger cities for a more pleasant lifestyle. As these villages offer only basic, if any, urban services and minimal social networking opportunities outside of tourism peaks, workers, schoolchildren and retirees alike are all required to enter the main urban area for their needs.

This means that the large and growing population of the northern suburbs and of the outlying villages, as well as all industrial vehicles including trade vehicles, buses, semi trailers and B-Doubles, must pass along the few arterial options of Illaroo Rd, Bolong Rd and the Princes Highway, all of which converge within 200 metres of the northern end of the bridges over the Shoalhaven River.

- Of the six secondary school options in the area, all except one are south of the river.
- All three major supermarkets are south of the river, as are all the discount and major stores.
- The large industrial area which offers most of the benefits of 'large' shopping, and much of the employment, is located at South Nowra.
- Council facilities such as the Entertainment Centre, School of Arts and Library are in central Nowra
- Heavy traffic coming into, and through, the area must use the same roads, frequently at the same time: stock for supermarkets in Nowra and towns to the south; laden B-Doubles and semi trailers from the manufacturing industry of Bomaderry, etc.
- And both hospitals are on the south side of the river, but, conversely, the ambulance station is on the north side, creating even greater dramas when the bridges are heavy with traffic and an emergency arises.

And so, the problems begin...

Daily traffic problems:

The pair of bridges at Nowra is the only place on the coast at which the Shoalhaven River can be crossed by vehicles. The southbound bridge is the older of the two and allows only two lanes of traffic, constricting the two lanes of the highway and two full lanes each from Illaroo and Bolong Roads. Both these intersections with the highway have turning options which slow the lights sequence and which result in the overflow into adjacent lanes of vehicles waiting to turn. In addition, a further set of lights is located immediately on the south side of the bridge which allows traffic to turn to the right off the highway. This waiting traffic frequently fills the right hand lane of the bridge which can, and frequently does, bring the traffic waiting to exit Illaroo Rd to a standstill, despite green lights. This daily congestion begins from about 8.00am and is exacerbated by events on side roads, such as the arrivals of buses and cars and the operation of pedestrian lights at the entrance to Illaroo Rd School.

This performance is repeated in reverse in the afternoons although to a lesser degree, as the afternoon peak is longer and the northbound bridge crossing is via the newer bridge, which has three lanes, one of which is dedicated to the left-turning traffic bound up Illaroo Rd to North Nowra and environs. This means that the congestion on the highway does not reach quite the same peak as in the morning, although the problems in Illaroo Rd around the operation of the school crossing lights, the 40km zone and the arrival and departure of parent cars and school buses means that, for the population of North Nowra, the congestion event is equally frustrating.

Seasonal traffic problems:

In addition, several times each year the river crossing creates 'hell on wheels' for thousands of holiday makers attempting to reach vacation destinations south of the Shoalhaven River from Sydney, Wollongong and even Canberra. On such occasions heavy traffic will come to a standstill by as early as 2pm on the afternoon preceding the holiday weekend, and at Easter and Christmas breaks this can even occur a day earlier. It is not unusual on such occasions for the traffic to be backed up along the several kilometres of the Princes Highway to beyond the northern urban limits of Bomaderry, crippling the movement of all local traffic also. At such times, entry to the highway from the east at any of the roundabouts, with the intention of travelling south, is completely impossible for some hours, and entry at the lights at Bolong Rd is almost as difficult.

Accordingly, all feeder roads entering the highway at lights and roundabouts also become congested, at which point the intervals of the traffic lights, always favouring the highway, contribute a further element of constriction and cars, trucks and buses will wait for many sequences of light changes before joining the virtually standstill traffic heading south.

The myth of the “link road solution”

When first suggested, some 35 years ago, the link road may well have been a suitable option for the developing urban area north of the river. In the intervening period, however, the growth of the northern Shoalhaven, including the population explosions in the outlying villages, such as Berry and Shoalhaven Heads, and the dramatically increased popularity of the area as a holiday destination, have resulted in a dire transit condition which affects the daily lives of residents and interferes with the flow of commercial and holiday traffic.

As can be seen from this précis of the situation, the addition of the link road will not be of any benefit in solving the traffic congestion which plagues the lives of Shoalhaven residents and travellers alike. The current flow of traffic, needing as it does to travel from the north side of the river to the south and to return, will always come up against the obstruction presented by the inadequacy of the bridges for handling the volume of traffic, which will only grow with time.

Residents of North Nowra and Bomaderry, considering how little is understood in the community about the location of the proposed road, can perhaps be forgiven for believing that its addition will ease the current problem. The daily frustration of navigating the congestion of Illaroo Rd, the irritation of the bridge crossing and the obligation of leaving home an hour before necessary for a short, urban journey certainly takes the benefit away from what should be a quieter life in a country town.

As almost all of the traffic from North Nowra turns right, travelling south, from Illaroo Rd in the morning it would not benefit at all from a link road that takes it several kilometres, via a bushland road, onto the highway some distance further north. The problem of the bridge crossing remains. Bomaderry traffic does not stand to gain at all from the link road as the traffic problems in that area occur on the eastern side of the highway, not on the west, where the road would operate.

Although this problem is necessarily at its worst at holiday weekend periods, with the addition to the mix of thousands of cars, many with boats, caravans and trailers, it thrusts heavily into the local psyche with the result that a strong belief pervades the community that the construction of the road through the bushland, obstructed for so long by conservationists “saving a frog and a flower”, would save us all the daily aggravation. References to the map will, however, deny this. The preferred route that council proposes, from Pitt St to Narang Rd does not offer a viable alternative route to much, if any, of the traffic volume.

What the bushland offers the community:

So, what does this bushland offer, and why should its existence threaten an "important community infrastructure development"?

Well, to begin with, it is in close proximity to a community which stands to benefit greatly from its promotion rather than its destruction. Such areas are becoming harder and harder to find and contribute substantially to a community sense of well being and belonging.

Despite many years of its neglect as "just a piece of bush", its care in the hands of a dedicated band of volunteers has seen it flourish to become a valuable community asset. The walking tracks, picnic area, lookouts and information all contribute to an important experience and its potential as an educational and recreational resource for the future cannot be overlooked. The Shoalhaven urban area, in all, contains over a dozen schools, public & private, including two special schools for disabled. In addition there are numerous preschools and childcare centres. The bushland offers excellent prospects for outdoor learning for the youth of the area and the walking tracks and picnic area enable some disabled access and excellent walking paths to some areas, enabling access for young children, the elderly and those with carers and mobility issues.

There is a very strong need for this community to have the Bomaderry Bushland saved as a valuable community place. The common and unfortunate opinion that there is plenty of other bushland and that this is therefore easily expendable ignores completely several important points:

- That this bushland is close to a community where people of all ages and abilities are able to benefit from its peaceful open space and natural beauty
- That the link that communities should feel with their surroundings is easily broken
- That, as density of dwellings increases, open spaces in close proximity will become increasingly more important for the physical and mental health of the community
- That "special" places, the sort that generate a lifetime spiritual connection, are harder to find
- That this is a valuable remnant of the native ecosystem that was once found in this area and that anthropological remains indicate long term habitation here
- And that this bushland is home to several precious species which are rare, endangered, and which can be found nowhere else. It is sad that there is such a poor understanding of the value to our ongoing health, and even survival, of maintaining the greatest biodiversity in our surroundings

The ignorance of those who do not know of the importance of these things is not enough reason to justify their destruction.

For this reason I must emphasise the importance of protecting the valuable core of this precious community asset. If any of the link road options is to proceed it must be only the West Cambewarra Road (parallel) development as it is here that the least harm will be done to the core of the bushland, and this is the only hope of protecting both the anthropological sites and living elements of this valuable remnant ecosystem.

Conclusion:

If permitted to proceed, this development will come at great expense to the ratepayers of the Shoalhaven, for very little, if any, benefit. The council's stated preferred option for the road through the centre of the bushland involves a very expensive crossing of the gorge of Bomaderry creek and will cut the bushland in half. The width of the road through the remnant bushland will create a dramatic alteration in temperature, sunlight, moisture, drainage and nutrient in the adjacent bush, as well as allowing for weed infestation of the disturbed area. This is known as 'Edge Effect' and frequently spells the death of previously intact plant communities after even relatively small disturbances. Protection of vulnerable species in a wide area on either side of the road will be impossible.

The severing of two portions of previously intact bushland area will also spell disaster for any number of animals of the wide variety of native species that are found in this area. The first impact is naturally, that of the potential for road deaths of individual animals. In sensitive communities only a few deaths are required to tip the balance of survival. The second, but possibly more significant effect is similar to that of Edge Effect on the plant communities: as the bushland is altered by the presence of the road there are vital changes in habitat, including, most likely, previously unknown incursions by domestic animals making use of the easier access. Entire populations rapidly become victim to new influences from which they have no defences.

The offer of council for a land swap, intended to be tempting, is in no way any compensation for the massive disturbance to the heart of the bushland that would occur in the event of the council preferred option being undertaken.

It is appropriate at this point to recall that this bushland area is a remnant community of plants and animals and contains several species which require vigilant protection, among them the delicate shrub *Zieria baeuerlenii* (Bomaderry Zieria) which is found nowhere else, *Heleioporus australiacus* (Giant Burrowing Frog), *Myotis adversus*, (Large-footed Fishing Bat), both of which are known to be vulnerable. Please refer to the handbook "Bomaderry Creek Bushland Walks" for more detail of species at risk.

As for the long term solution to the Nowra traffic chaos, I do not intend to suggest an alternative here, although several obvious ones come to mind, including the eventual complete bypass of this urban area, benefiting the growing volume of through traffic, and the extension of the public transport system, including the eventual and long-overdue crossing of the river by the railway. What is clear is that the longed-for solution to the traffic chaos that is so common here is clearly not to be found in a link road between North Nowra and the highway at Bomaderry.

The council's favoured option for the link road through the Bomaderry Creek site will not improve the morning and afternoon peak hours' traffic problems on either Illaroo Rd or the Shoalhaven River bridges as its location is inappropriate to offer the regular work traffic any relief. Similarly, despite the widely held belief, it will in no way contribute any alleviation of holiday congestion. It has become a popular myth promoted by council and the local media that the link road will fix the traffic congestion, particularly along Illaroo Rd in both daily peak hours and it may be that the project will proceed, despite its failings. It falls to those concerned, therefore, to select the least damaging of the options available.

Finally:

This confrontation of "progress" and conservation, although not uncommon, is not beneficial to the community as there will be perceived to be a winner and a loser when the decision is made. There are some times when a development needs to go ahead, but there needs to be a careful weighing of the values on each side. A loss too great on one side can never be balanced by a gain of any size on the other.

For these reasons the West Cambewarra Road option, which runs parallel to the edge of the bushland, is, the only acceptable of the three options. The following points present themselves:

- The financial cost to the ratepayers is less than that of the option which requires crossing the deep gorge of Bomaderry Creek
- Aesthetic harm is minimised as the route borders rural blocks and farmland which are already removed from the bushland community, of which they were once, no doubt, a part.
- Areas of important anthropological evidence are somewhat protected by their distance from this road option
- Delicate, endangered and vulnerable species of flora and fauna are somewhat protected by the reasonable bulk of bushland from road dangers, disease, etc that may result from the disturbance
- Incursions of domestic animals and any people intend on harm will be minimised by the inconvenience of distance

Although the North Nowra Link Road has been held up as offering the great solution to "Nowra's Traffic Problem", in truth, I believe it is a project whose day, if indeed it ever existed, has passed. That being said, the perceived necessity of this development may well result in its eventuation, in which case, only the West Cambewarra Road option is at all acceptable.

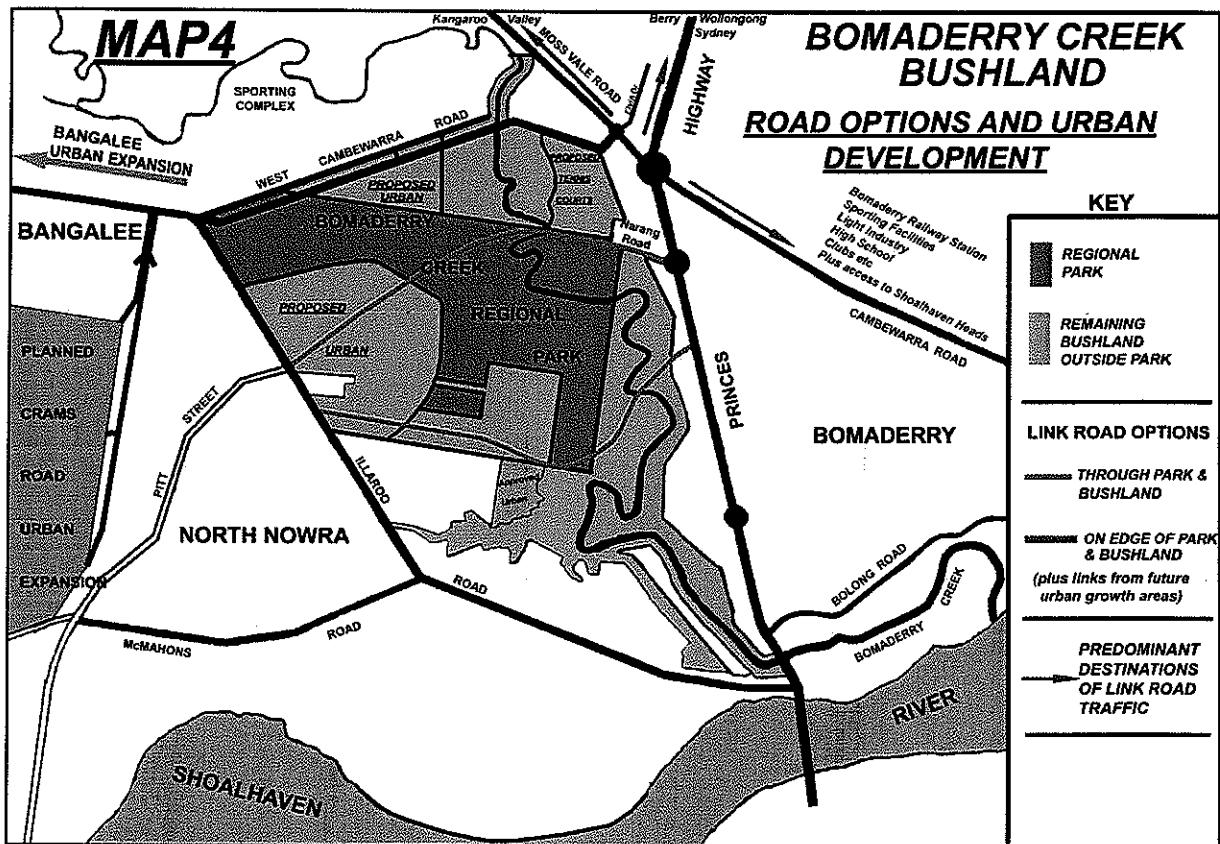
Reference:

Bomaderry Creek Bushland Walks, Barratt, T; Walliss, J; & Leatch, M
Bomaderry Creek Landcare Group, January 2001

The views expressed in this document are my own and do not relate to any views or policies of any other person or group. I am appreciative of the opportunity to express my concern regarding this development.

Jane Richter
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From: David Reynolds <dave@machelp.com.au>
To: <plan_comment@planning.nsw.gov.au>, <andrew.beattie@planning.nsw.gov.au>...
Date: 31/03/2011 1:46 am
Subject: Submission re North Nowra Link Road - MP07-0037
Attachments: Bomaderry Creek submission March 11.pdf

Dear Sir.

Attached is my submission on the North Nowra Link Road - MP07-0037.
I oppose any road which damages the integrity of the Bomaderry Creek
Regional Park. I support the West Cambewarra option as described in my
attached submission.

Thanking you, regards Dave Reynolds

Attention: Director of Infrastructure Projects Date: 28th March 2011

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

Dear Sir.

I would like to at the beginning of my submission make it clear I do not support the construction of the North Nowra Link Road through the Bomaderry Creek Regional Park *except* for the West Cambewarra option.

I have both walked through the Bomaderry Creek Regional Park and my work has frequently taken me throughout the North Nowra and Cambewarra area so I am fully aware of both the values of the Park and the need for ameliorating the traffic problems experienced on Illaroo Road.

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The Bomaderry Creek Regional Park is an exceptional Park in that it's unique biodiversity lives beside and largely within an urban area. To have such a Park would be the envy of any town or city. It is truly a respite from the stresses of modern life and very accessible. The biodiversity in this Park is a significant representation of what existed before the development of the urban areas on the South Coast which have focused on river valleys leaving very little of the original flora and fauna remaining.

It is clear to me that every effort must be made to preserve and enhance this Park for future generations who will appreciate its values and praise those who were farsighted enough to make sure it was untouched by damaging structures such as the proposals for roads such as the Narang Pitt Street option would cause untold damage to the Bomaderry Creek Regional Park.

However there certainly are issues with traffic and I for one have many times cursed my timing when I have driven to North Nowra in peak traffic periods. But the option of developing the West Cambewarra Road for accessing North Nowra and Bangalee makes much better sense as the best way to solve the traffic problems with regard to Illaroo Road, as well as providing a safe access into and out of North Nowra should Illaroo Road become blocked for any reason.

I am aware that the West Cambewarra option is supposedly a more costly option but from my experience in construction I do not believe the figures quoted. Other benefits to the West Cambewarra option are minimising slowing and turning traffic near the school zone on the Highway and keeping traffic coming into North Nowra from the North on the Highway and Moss Vale Road, out of the majority of Bomaderry altogether.

Yours sincerely



David Reynolds