

**Andrew Beattie - Online Submission from John Tate of Retired (object)**

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**From:** John Tate <tate@fastrac.net.au>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 16/03/2011 6:25 PM  
**Subject:** Online Submission from John Tate of Retired (object)  
**CC:** <assessments@planning.nsw.gov.au>

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I wish to lodge my objection to any road going through the main part of the bushland (Options 1 and 2), however I am willing to support the option on the edge of the bushland parallel to West Cambewarra road option.

I would also like to express my concern that the option of using the west Nowra regional services corridor was not mentioned by Shoalhaven City Council and I believe this would be preferable to the 3 options proposed by Council for the reasons given below.

The background section of Council's document titled 'Project Application and Preliminary Environmental Assessment' mentioned an alternative access to the Princess Highway as a result of the initial Nowra-Bomaderry Structure Plan in 1979. Indeed, the NSW Government and Shoalhaven Council gave a public presentation in 1987 which supported a new regional services corridor to the west of West Cambewarra Road and this is reflected in the latest draft of the Structure Plan in 2008. Land has already been allocated for this corridor. However, Council did not mention this proposed corridor as an option for the North Nowra link road. I would suggest that the construction of the section of the new corridor from Illaroo road near West Cambewarra Road to Cambewarra Road crossing north of Taylors Lane and meeting up with the Princes Highway north of Bomaderry would not only provide a route for North Nowra/Cambewarra residents going north or to Bomaderry, but would also be cost effective as this would entail construction of the first stage of the west Nowra bi-pass which would eventually lead to new crossing of the Shoalhaven River as shown in the latest Nowra-Bomaderry Structure Plan shown on map [www.shoalhaven.nsw.gov.au/council/pubdocs/PlanningDocs/AdoptedAndEndorsedStructurePlanMap2008.PDF](http://www.shoalhaven.nsw.gov.au/council/pubdocs/PlanningDocs/AdoptedAndEndorsedStructurePlanMap2008.PDF).

In relation to Council argument that the link road would reduce peak hour traffic on Illaroo Road. Having witness traffic flowing down Illaroo road of a morning, most of the two lanes are turning south. It would seem that the hold-up of a morning is the intersection of the Highway and Bridge Road as the two turning lanes into Bridge Road overflow into the west lane of the Highway and cause a bottle-neck on the Nowra bridge. If the lights at the Bridge Road intersection were controlled to allow more vehicles into Bridge Road this may alleviate this problem. Also I understand that the primary school on Illaroo Road North Nowra also causes traffic congestion and a change in traffic flow may be required.

In summary, I am disappointed that Council has ignored the west Nowra corridor as an alternative North Nowra link option, their desire to proceed with an expensive construction option over Bomaderry Creek and the division of a beautiful piece of bushland. I also object to the proposed land swap as this will not compensate for the loss of this beautiful bush land.

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Submission for Job: #134 Concept Plan Application

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

Site: #121 North Nowra Link Road

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

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**Andrew Beattie - Online Submission from Lani Imhof (object)**

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**From:** Lani Imhof <lanimike@tpg.com.au>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 16/03/2011 8:29 PM  
**Subject:** Online Submission from Lani Imhof (object)  
**CC:** <assessments@planning.nsw.gov.au>

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I object to the North Nowra Link Road. I see no good reason to destroy native bushland and wipe out threatened species and fragment the Bomaderry Regional Park. I live in North Nowra, and North Nowra does not have nearly as much of a traffic problem as many other parts of the Shoalhaven Region, for example Bomaderry and South Nowra. On the occasions when there is a traffic issue at the Illaroo Rd / Princes Hwy intersection, it is usually caused by the phasing of the lights and the block up of traffic trying to go across the Shoalhaven River Bridge. The other block up point on Illaroo Road is the public school, and building a link road will not ease this problem. The people who live in North Nowra and say they need a link road do not realise how much worse the traffic is for most other Shoalhaven residents, and are not aware that the reason the State Government and Shoalhaven City Council want to build a link road is not to alleviate their traffic problems at the moment but to plan for future development in the area.

The traffic problems now (and probably for the future as well) can be ameliorated immediately by changing the phasing of the lights. The morning traffic builds up on the South bound bridge because of traffic turning right into Bridge Road. If that intersection was monitored, and a longer green arrow given to allow more traffic to turn into Bridge Road, that would have an immediate effect of reducing congestion on the bridge, and thus allowing more traffic to turn from Illaroo Road South onto the Highway.

What our community really needs for all of the Shoalhaven is another bridge over the Shoalhaven River. This will reduce traffic for both North Nowra residents and Bomaderry residents who have a very severe traffic problem. Another option is to add a dedicated left hand turning lane from Illaroo Road at the Princes Highway intersection. This would also solve Illaroo Road's traffic problems and does not involve destroying a regional park, affecting threatened species and destroying recreational amenity.

If further development in North Nowra is inevitable, then the best option for a link road is the Northern option adjacent to West Cambewarra Road. This road will actually be cheaper to build than the Central option as many engineers have stated that the large bridge needed for the Central option will cost vastly greater sums of money than in the current environmental assessment report. It will also mean that the Bomaderry Regional Park is not cut in two.

My reasons for objecting to the central options are the following:-

? There are many threatened species that will be impacted directly and indirectly by the construction of the road, the necessary relocation of the pipeline and power line and by the road when in use itself. These threatened species include the Bomaderry Zieria (*zieria baeuerlenii*) which is only found in this area; an endangered population of Albatross Mallee (*eucalyptus langleyi*) ; the threatened Brittle Midge Orchid (*genoplesium baueri*) ; the giant burrowing frog and the yellow-bellied glider.

? The flora and fauna assessments have not yet been completed, so there may be other threatened species to consider.

? Bisecting the regional park will have grave impacts on animal movements within the park. It is not sufficient to provide overhead wires for animal movements. How are all the ground dwelling mammals going to get across the road without being squashed?

? The West Cambewarra road option will be a better transport link for people heading north or into Bomaderry as it will take them further north on the highway and will alleviate pressure on the highway as those heading to Bomaderry will be able to go straight across the highway into Cambewarra Road. The Central route will spill everyone onto the highway creating another slow point on the highway.

? About 70 - 80% of peak hour traffic from Illaroo Road goes south towards Nowra. Illaroo Road will always be a much shorter option and very few people would choose to go the long way around via a new link road whichever option is chosen.

? The link road will increase traffic congestion for those people coming out of Bomaderry.

? Visitor amenity and recreational enjoyment will be lost as the regional park gets chopped up. There will be

increased traffic noise, visual amenity will be lost. DECCW have recently spent vast sums of money upgrading walking tracks, building a picnic area and a wheelchair accessible walking track. The accessible track will be destroyed by the Central option road. The ambience of the picnic area will be destroyed as who wants to have a picnic with a major road right next to them?

? Even with the lands swap deal, there will still be a great loss of biodiversity.

In summary, I am opposed to a North Nowra Link Road, and most definitely opposed to the council's preferred Central option. If a link road must be built, I support the Northern route running adjacent to West Cambewarra Road as being the least destructive in terms of threatened species; fauna and flora impacts, and this route would pose the least impacts to visitors accessing the Regional Park.

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Submission for Job: #134 Concept Plan Application

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

Site: #121 North Nowra Link Road

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**Andrew Beattie - Online Submission from dan langmaid (object)**

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**From:** dan langmaid <dan.langmaid@hotmail.com>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 16/03/2011 9:20 PM  
**Subject:** Online Submission from dan langmaid (object)  
**CC:** <assessments@planning.nsw.gov.au>

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I do not feel that the best option to ease traffic congestion north of the river is to build a road through the middle of Bomaderry Creek. The solution to continue the road through the existing West cambewarra road will have the least effect on the environment and will also be the cheapest option as there is already a currently existing road which almost reaches the link up road.

I personally do not see how the central option is justifiable and what justification it has for being the preferred option. I strongly disagree with the manner in which this business has been conducted. I am thoroughly disappointed.

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Submission for Job: #134 Concept Plan Application  
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**Andrew Beattie - Online Submission from James Hooke (support)**

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**From:** James Hooke <james@alittlehelp.com.au>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 16/03/2011 9:21 PM  
**Subject:** Online Submission from James Hooke (support)  
**CC:** <assessments@planning.nsw.gov.au>  
**Attachments:** Part 3A Application Number 07\_0037 letter of support.pdf

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My children go to school on Illaroo Rd and it is a major concern the amount of traffic that goes past that school. An alternative route for this entire suburb is require to ease the congestion that the school zone presents, but also ease the dangers posted to the large number of people in that immediate vicinity every school day.

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

Site: #121 North Nowra Link Road  
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James & Melanie Hooke  
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16 March 2011

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

**Attention: Mr Andrew Beattie**

Dear Sir

**Submission - Part 3A Application Number 07\_0037: North Nowra Link Road**

Please find my comments in reference to the proposal on exhibition.

Please be advised I favour the development of this proposed road and I support Option 1 (Central Route) connecting Narang Road with Pitt Street, North Nowra.

**Objective 1**

The *South Coast Regional Strategy* Section 6 identifies the Nowra Bomaderry Structure Plan as an integral part of regional planning. The *Nowra Bomaderry Structure Plan* fits with the over arching planning strategies and identifies the North Nowra Link Road as a crucial component. Without this sub-arterial link road either Council will have to stymie the release of new residential lands or with development pressure, release the land in accordance with its pending new LEP and create additional havoc on the local and arterial road network.

**Objective 2**

Illaroo Road and the Princes Highway / Shoalhaven River Bridges for years now have exceeded acceptable peak period traffic flows. The link road proposal is modelled by different methods and demonstrates traffic amelioration if / when built.

Even if the link road was not provided for the overarching planning strategies (ref: Objective 1), it is required to improve safety and traffic flow on the local roads and the Princes Highway.

I have observed the following criteria on the Department's website being important factors for making my determination and this submission:

**Consultation**

In reference to Community Consultation I note;

a) A Shoalhaven City Council flyer was distributed throughout the neighbourhood in 2007 summarizing the three link road options

b) State Member of Parliament Mr M Brown conducted a neighbourhood regional community consultation in 2006. According to Mr Brown at least 5 out of 6 respondents favoured the link road.

c) Late in 2007, GHD conducted further Community Consultation resulting in 56% of respondents favouring Option 1 – the central route with 15% favouring the No.2 southern option and 26% favouring (near) West Cambewarra Road Option 3.

**In summary of the community support, there is a long history of the residents in the area favouring not only the development of the link road, but clearly**

### **favouring the central route Option 1.**

Some people are locally vocal with recent media support (eg., in the South Coast Register on 11 February 2011, radio Power FM on 7 March 2011). It is advised that the people whom have led vocal opposition to the development of Option 1 (Central Route) are not affected by the existing traffic congestion or proposed traffic increase. Mr T Barratt who provides public opposition lives east of the Princes Highway in Bomaderry (source: White Pages), and Mr R Moyes resides in Nowra (source: White Pages). Mr Alan W Stephenson of the Orchid Society similarly resides in Nowra (source: Internet / White Pages). Accordingly, negative comments made in by these people must be considered only from a biased viewpoint using technical information as support to their argument. Mr Carberry, who is alleged to be Mr Barratt's neighbour similarly is not affected by the traffic while living more than one kilometre from Bomaderry Creek, however, it is implied that Mr Carberry's considerations are Aboriginal cultural heritage aspects in the Bomaderry Creek Bushland which I will address under separate heading.

### **Traffic / Technical**

In reference to the AECOM Traffic Options Study Section 8.1 (Appendix E) the professional assessment reveals that the Benefit / Cost ratio very clearly in favour of Option 1 (Central Route) and additionally with the RCR option.

An observation is the RTA's planning to upgrade the Princes Highway between Mount Pleasant Lookout just north of Gerringong to the roundabout at the intersection of the Princes Highway with Moss Vale Road and Cambewarra Road at Bomaderry. As noted, up to 50% of southbound through traffic use Gerroa Road / Bolong Road known locally as "The Sand Track". The RTA envisages with the upgrading of the Princes Highway a significant shift of southbound traffic from the local road to the Highway.

This will impact upon the subject roundabout. If Option 3 (Northern Route) was selected significant extra impact would impact heavily onto that intersection and therefore the assimilation of North Nowra morning peak southbound traffic is far more desirable at Narang Road, further supporting Option 1 (Central Route).

Option 3 (Northern Route) would traverse flood-prone land which will encourage a significantly long bridge as a result of having to have its underside threshold high enough to avoid impact on the floodway, and to provide an all-weather access.

### **Noise**

Appendices E 0003, 0004 and 0005 provide facade noise contours. It is patently obvious by examining the potential outcomes that Option 1 (Central Route) is strongly favoured so that the least impact is made upon residents. Noise to the residents cannot be mitigated if West Cambewarra Road was used within the existing road reserve. Even if barriers were agreed to be erected along the properties street frontages the access apertures would make noise mitigation ineffective. Hence the consideration of Option 3 (Northern Route) shifts the North Nowra Link Road option southwards into the Bomaderry Creek Regional Park and invokes revocation. But in summary it simply would be unfair to the residents along West Cambewarra Road to consider Option 3 (Northern Route) in the selected location for evaluation. Notwithstanding the benefit to cost ratio for this option is so poor.

### **Biodiversity**

In further assessment by Eco Logical Australia there are some concerns about

threatened flora and fauna. I have noted:

a) *Zieria baeuerlenii* is avoided by the design of the central route proposal Option 1.

b) *Zieria baeuerlenii* is prevalent in shadowed areas. The road proposal is south of the species and therefore will remain overshadowed even though it is highlighted in the Biodiversity report under mitigation (S 6.1.1)

c) According to local newspaper reports *Zieria baeuerlenii* has been successfully been propagated at Booderee Botanical Gardens

d) The species is hardy to fire and reproduces well and is not a concern for the overall survival of the species (NPWS: T Barratt, 2007; Condition and Management Needs of *Zieria baeuerlenii*, pp.8, 9); however, notwithstanding this, the development of the central route will provide improved access for fire fighting.

e) *Eucalyptus langleyi* has approximately 8,000 plus identified species in the Shoalhaven. (Appendix F - Eco Logical Australia Biodiversity Report [sub] Appendix C, Dr K Mills, p.15, July 2010). It is understood that this species was listed under Threatened Species legislation well before the now known quantum was identified. The direct loss or overshadowing by a bridge of two plants is insignificant to the long-term survival of the species. Despite this, the balance of civil standards weighs clearly in favour of the public. This is said even though Shoalhaven Council claims commitment to weed management to improve survival of the species in general.

f) *Hibbertia*, like *Eucalyptus langleyi* was listed as a Threatened Species prior to the now known extent being identified and it is probable that if the (now known) quantum and spread of this plant was known at the time of assessment for listing – it would not have progressed to being listed as a threatened species.

g) Bauer's Midge orchid (*Genoplesium baueri*) is listed as Vulnerable. The Bauer's midge orchid is known or predicted to occur widely through Cumberland, Pittwater and Sydney Cataract areas (Department of Environment website:

[http://www.threatenedspecies.environment.nsw.gov.au/tsprofile/profile\\_data.aspx?id=10875&cma=Sydney+Metro](http://www.threatenedspecies.environment.nsw.gov.au/tsprofile/profile_data.aspx?id=10875&cma=Sydney+Metro) sourced 7 March, 2011). It was reported in the local news recently whereby Mr Barratt was interviewed and broadcast that Council's consultant's erred in reporting the location of this species that is directly on the path of the central route (preferred) option. If this is the case then it is probable that these few orchids are periodically cleared in any event for maintaining the service road for the existing and permanent infrastructure. Nevertheless, in the balance of civil standards, the lower status and plentiful nature of this species in the Greater Sydney Metropolitan and Shoalhaven (Dr Kevin Mills, Kevin Mills & Associates & BES Environmental, Flora and Fauna Assessment - Jerberra Estate, p.27, 2006

<http://www.shoalhaven.nsw.gov.au/council/pubdocs/communityissues/heritage/jerberranew/Strategic%20planning%20studies/Jerberra%20Estate%20Flora%20&%20Fauna%20Assessment%20-%20fig%205-8.pdf>

[sourced 9 March 2011) areas should in no way be an obstacle that will have an impact upon the community and the release of lands approved in the Nowra Bomaderry Structure Plan.

Environmental concerns have been considered and the regulator really needs to get on with the determination in consideration this is at Concept Plan stage. Minor items omitted or minor discrepancies should not stand in the way at this stage of the Concept Plan approval of a route corridor.

h) The development of the link road far outweighs considerations of other fauna that may be either ROTAP or bushland. In this regard, Shoalhaven Council offers to hand over land to increase the Bomaderry Creek

Regional Park in the order of 60%. I will expand on this aspect later in my submission.

i) Despite being required to investigate the Giant Burrowing Frog many times experts have **NEVER** observed this species in this area. Even if some were to exist, it is understood that the development of the road in the central location (Option 1) is proposed where there is a permanent and maintained services corridor that borders the potential habitat (p.56 Eco Logical Australia Report). This species is well-known to spend a lot of time underground, near river banks and the like but could be attracted to hanging swamp and wetlands. A walk of the area identified in the report reveals that Eco Logical Australia is being very conservative in identifying this area as possible habitat.

j) Shoalhaven Council had undertaken a Species Impact Statement in the mid 1990s and investigated in accordance with guidelines several fauna species that had been identified as having potential in the study area by the NPWS (source: Shoalhaven City Council).

k) Biometric Assessment – Biobanking (Appendix F - Eco Logical Australia Biodiversity Report, p.85) it is noted here that Council's offer of land considerably exceeds what would have been required if the proposal was to have satisfied the biobank requirements. This is relevant for

### **Revocation.**

Option 3 (Northern Route) is unsatisfactory where it is required to remove bushland or denigrate the biodiversity where the threatened Glossy Black Cockatoo regularly feeds. Further to this bird, there are numerous fauna that inhabit the Option 3 (Northern Route) area that would be forced away. I refer to the species that are not on the Threatened Species Lists – just the sheer abundance of creatures as compared with the central route that is already heavily denuded of vegetation on the western part of the route option, depleted by the permanence of the service road, and does not attract anywhere near as many fauna species as the West Cambewarra Road more heavily vegetated area. It would be bordering on criminal to allow Council to develop its link road and depleting this bushland.

### **Aboriginal Culture**

I refer to the Aboriginal Community Consultation (Appendix G – Kelleher Nightingale, Aboriginal Archaeological Assessment p.78, and [sub] Appendix A)

The following extract is relevant: *"Discussions with the Aboriginal community indicate a preference for Option 1. This option was seen to have the smallest direct impact on Aboriginal archaeological and cultural heritage."*

Further, I refer to the Aboriginal Archaeological Assessment (Appendix G – Kelleher Nightingale, Aboriginal Archaeological Assessment. Section 7.3, p.76)

- a) Option 1 (Central Route) – low to impact on significance
- b) Option 2 (Southern Route) – moderate to impact on significance
- c) Option 3 (Northern Route) – moderate to impact on significance

At p.78 (S. 8.1) the following is noted: *"Based on existing design information provided by Council (Appendix B) Option 1 will have the least direct impact on Aboriginal heritage in relation to Options 2 and 3."*

*No mitigation is warranted for the impacted sites associated with Option 1. The sites are either disturbed or contain little potentially significant archaeological information..."*

These parts of the report summarize my further support for Option 1 (Central Route). In

reference to one sole aboriginal person opposing Option 1 (Central Route) (South Coast Register 11 February, 2011), his comments must be treated in isolation to the Aboriginal Community Consultation process that has been reported professionally, identifying and categorising all of the artefacts, determining the cultural heritage significance of the study area and as noted briefly above – determining in a professional manner the exact outcomes relevant to the link road corridor options.

### **Recreation / Picnic Area**

Firstly from a resident's viewpoint West Cambewarra Road and the junction at its eastern end with the Bomaderry Creek provides high quality recreation activities for bushwalkers, cyclists, fitness runners and fitness walkers. This option would destroy that for the locals who presently can enjoy the benefit.

East of the Bomaderry Creek at the Option 1 (Central Route) location Council funded the development of the picnic area. For years the picnic area suffered from anti-social behaviour and vandalism. Vehicular access became to be denied by a locked gate preventing persons, or discouraging persons with good intent from using the grounds. They are an asset enjoyed by the few active locals that know that the Park improvements exist. There are only a handful of vehicle parking spaces and none are allocated for persons with disabilities. Since vested within the NPWS care the area remains significantly underutilised.

I note that the preliminary road and bridge design for Option 1 (Central Route) has not specifically shown the access to the Bomaderry Creek picnic area. The existing picnic area will have greater importance and access for persons with mobility difficulties can be improved. It will be important to ensure that a review of the access and car parking is undertaken as the project advances.

It must be said for those outside the area, even most within the area that public knowledge of this wonderful area is largely unknown, and further while there is some local knowledge, those in the community that have not walked the trails in the Bomaderry Creek Regional Park have no idea of the attribute that is there to the public.

Sometimes with the objective of conservation we lose sight of our own well-being. The NPWS Act became active in 1974. Below is an extract which serves as a reminder that the Bomaderry Creek Regional Park needs to be considered in alignment to our legislation and access encouraged rather than denied or constrained to the few locals that have awareness of the existence of this area.

### **30H Regional parks**

*(1) The purpose of reserving land as a regional park is to identify, protect and conserve areas in a natural or modified landscape that are suitable for public recreation and enjoyment so as to enable those areas to be managed in accordance with subsection (2).*

*(2) A regional park is to be managed in accordance with the following principles:*

- (a) the provision of opportunities, in an outdoor setting, for recreation and enjoyment in natural or modified landscapes,*
- (b) the identification, interpretation, management and conservation of the park so as to maintain and enhance significant landscape values,*
- (c) the conservation of natural and cultural values,*
- (d) the promotion of public appreciation and understanding of the regional park's natural and cultural values,*
- (e) provision for sustainable visitor use and enjoyment that is compatible with the conservation of the regional park's natural and cultural values,*
- (f) provision for the sustainable use (including adaptive reuse) of any*

*buildings or structures or modified natural areas having regard to the conservation of the regional park's natural and cultural values, (g) provision for the carrying out of development in any part of a special area (within the meaning of the Hunter Water Act 1991) in the regional park that is permitted under section 185A having regard to the conservation of the regional park's natural and cultural values.*

I see that Council offers funding and improvements aligned to the objectives of the Act (2010 Council Resolution). Option 1 (Central Route) is the route that enhances access and Council demonstrates a willingness to improve the walking trail where it would be affected by the bridge / road at the east of the creek and improve the car parking and access.

## **Revocation**

It is understood that a Parliamentary Bill is essential for any revocation and that any application must acknowledge the guidelines produced by Government for Revocation. It is publicly known that the road considerably preceded the Regional Park concept. Council apparently had outlined to the Government agencies prior to the making of the Park its intention to maintain the town water trunk main, with the possibility of constructing the link road, and yet the (apparent) error was made to exclude a corridor to cover these Council considerations which were made in representation of its community. Added to this is the Integral Energy powerline. This powerline is crucial infrastructure being a 33kV supply line. It supplies power to Kangaroo Valley's and Berry's zone substations.

There is a requirement to maintain a cleared accessway for servicing crucial infrastructures. I have recently heard in a radio news bulletin there are some delicate midge orchids, listed as threatened species that will be lost as a result of the link road or the maintenance clearing of the unregistered easement.

The minor conservation loss of a species is reported to be in abundance is not a reason to doubt or delay revocation.

An inspection of the road design route for the central route shows the alleged delicate *Zieria baeuerlenii* species is entirely avoided. The whole potential cadastral road reserve avoids the plants. The highest consideration appears as the potential effects on two *Eucalyptus langleyi* mallee plants that may survive under the planned bridge. If 7,000 plants are known in the area, and Council has provided an undertaking for assistance to recovery plans – the potential for conservation loss is irrelevant in the big picture.

Appendix E of the Biodiversity report (which is App F of the Environmental Assessment) reviews the revocation and offsets. Council engaged specific professional consultants for an over arching examination of the land offered and to determine a predicted outcome.

The comment extracted from the conclusion has convinced me that it would be irresponsible of Government not to accept the offer:

*"In light of the above assessment, the inclusion of the 50 ha offset area within Bomaderry Creek Regional Park would be considered very positive from a biodiversity conservation perspective. Several biodiversity conservation gains would be made through the dedication of the offset land within the park..."*

## **Revocation Summary**

The Environmental Assessment demonstrates Revocation of the Bomaderry Creek Regional Park is a must no matter which of the three routes make selection for the proposed link road. Therefore Department of Planning must concentrate on deciding which route to approve and not any consideration of revocation or not.

While it is acknowledged that the link road proposal for revocation is an avenue of last resort, it also must be considered that the public benefit by far outweighs the potential for any conservation loss that may occur if Option 1 (Central Route) is approved and constructed.

Excising a small area of the Bomaderry Creek Regional Park is being over compensated for by the offer of up to 50 hectares containing premium conservation land which accommodates the majority of the critical habitat for the most significant (in environmental value) *Zieria baeuerlenii*.

### Reasons for Support of Option 1 (Central Route)

I am a frequent user of Illaroo Road and support Option 1 (Central Route) as the best overall solution when environmental and technical matters are considered as noted in the body of my letter above.

I also support Option 1 (Central Route) as the best solution to satisfy the wider planning objectives, also noted and examined in the body of my letter above.

Finally, I refer to Justice Stein's judgment in the Land and Environment Court in November 1993:

*It is in the context of a thorough examination of alternatives, especially ones which have minimal environmental impact, that one must balance the issue of a licence to take or kill endangered fauna. The need for a link road is accepted but I question, when all pertinent factors are weighed in the balance, whether the need is for this particular road. The issue of the best route, taking account of all the relevant circumstances, including environmental factors, needs to be carefully assessed. It appears to me that alternatives need to be further explored. I am not satisfied that a licence to take or kill the Yellow-Bellied Glider, or any other species discussed in the fauna impact statement, is justified. The applicant for such a licence needs to satisfy the Court, on the civil standard on the balance of probabilities, that it is appropriate in all the relevant circumstances to grant the licence. I am not convinced of the strength and validity of the economic arguments presented to the Court by the Council, nor do I take such a predictable view of human behaviour as Mr Nairn. Following an examination of the evidence, I am not satisfied that a licence under s120 of the National Parks and Wildlife Act to take or kill endangered fauna should be granted to the Council. However, it should be emphasised that refusal of this licence application should not necessarily be assumed to be an end of the proposal. Further information on endangered fauna and advances in scientific knowledge may mean that a licence could be granted in the future. Also, changes in the proposal and ameliorative measures may lead to a different assessment. This case has been determined, as it must, on the evidence produced to the Court at the hearing and the Court cannot speculate as to the future.* (source:

[http://www.ipc.nsw.gov.au/lawlink/lec/ll\\_lec.nsf/vwFiles/Speech\\_10-12-09\\_Preston\\_JurisprudenceonESDPaulSteinContribution.pdf/\\$file/Speech\\_10-12-09\\_Preston\\_JurisprudenceonESDPaulSteinContribution.pdf](http://www.ipc.nsw.gov.au/lawlink/lec/ll_lec.nsf/vwFiles/Speech_10-12-09_Preston_JurisprudenceonESDPaulSteinContribution.pdf/$file/Speech_10-12-09_Preston_JurisprudenceonESDPaulSteinContribution.pdf) p.7)

Whilst no longer legally relevant in this assessment Justice Stein refers to a balance of civil standards. The points that have relevance are that a Land and Environment Court assessed the central route and found:

There was a need for the link road in 1993

Other route options, and investigating environmental factors need to be examined

The Court referred to civil standards

Justice Stein's determination is now known as a leading example of the "Precautionary Principle" in the legal fraternity. (see:

[http://www.estig.ipbeja.pt/~ac\\_direito/PrecautionaryPrinciple.pdf](http://www.estig.ipbeja.pt/~ac_direito/PrecautionaryPrinciple.pdf) / Stein )

All entities acknowledge the need for the road. Option 3 (Northern Route) is clearly not viable. Option 2 (Southern Route) has the greatest impact upon Aboriginal Cultural Heritage, costs the community the most, has the greatest noise impact on residents and forces people out of their homes. Option 1 (Central Route) is superior to the other two link road options.

Environmental studies have been intensive addressing the Court's assessment. No

stone left unturned.

Hence it finally comes to civil standards – community's interests v environmental effects. Certainly the Minister for Planning can determine that in the balance of civil standards that public benefit clearly outweighs conservation loss, and that notwithstanding this position, Council is offering for this option up to 50 hectares for selection by DECCW/ NPWS to increase the Bomaderry Creek Regional Park which undoubtedly makes justification for the revocation process and the road to be approved that will link the Illaroo Road / Pitt Street intersection with the Princes Highway at Narang Road where the State has already built the roundabout for this specific purpose.

Yours faithfully

James & Melanie Hooke

(74)

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

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**From:** "Info" <info@shoalhavenbusiness.com.au>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 16/03/2011 5:23 PM  
**Subject:** North Nowra Link Road - MP07-0037  
**Attachments:** Comment on north Nowra Options.doc

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Please find attached the Shoalhaven Business Chamber's position on the North Nowra Link Road

*Linda Marquis*

Shoalhaven Business Chamber

Membership, Marketing, Promotion & Events

[www.shoalhavenbusinesschamber.com.au](http://www.shoalhavenbusinesschamber.com.au)

PO Box 361 Nowra NSW 2541

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15<sup>th</sup> March 2011

Attention: Director, Infrastructure Projects  
Major Projects Assessment,  
Dept of Planning  
GPO Box 39  
SYDNEY NSW 2001

Assessment: North Nowra Link Road – MP07-0037

The Shoalhaven Business Chamber represents 270 businesses in the Shoalhaven LGA. The Chamber has nominated the North Nowra link road as a road of significant importance to businesses.

It seems the link road is vital to traffic flow out of the growing North region. Positive traffic flow allows employees to move in and out of the area quickly to and from work. The connection to Narang Road will take significant traffic demand off the Illaroo Road and Shoalhaven Bridge intersection and allow North Nowra residents working in the North half of our city quicker and less congested access to their workplace.

Better traffic flow will also assist businesses in the North Nowra area in the provision of goods and services.

The Shoalhaven Business Chamber acknowledges the option 1 “central option” as the preferred route.

John Lamont  
President  
Shoalhaven Business Chamber

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**Andrew Beattie - NOWRA BOMADERRY LINK ROAD**

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**From:** "Di" <dburchell@aapt.net.au>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 16/03/2011 7:18 PM  
**Subject:** NOWRA BOMADERRY LINK ROAD

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I WISH TO VOTE FOR THE WEST CAMBEWARRA ROAD OPTION

Thank You

Dianne Burchell

**Andrew Beattie - North Nowra Bomaddery Link Road**

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**From:** "Edward Hulme" <emhulme@bigpond.net.au>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 16/03/2011 8:20 PM  
**Subject:** North Nowra Bomaddery Link Road

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I wish to express my concern at any roads through the main part of the Bushland (Options 1 and 2), and my support for and willingness to use an option on the edge of the Bushland, ie, the West Cambewarra (parallel) Road option.

Regards  
Edward Hulme  
195 Devitts Lane  
Meroo Meadow  
2540

**Andrew Beattie - North Nowra Link Road**

77

**From:** <sheoaks14@bigpond.com>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 16/03/2011 10:31 PM  
**Subject:** North Nowra Link Road

I would like to object to the Shoalhaven City Council's proposal to construct a link road through bushland from North Nowra to the Princes Highway.

I am a regular user of Illaroo Road, as I live in North Nowra. I acknowledge from time to time there is a delay in traffic movement when turning right from Illaroo Rd onto the Shoalhaven Bridge. I perform this turn every Monday to Thursday between 8.30am - 9am and most days only have to wait for one set of traffic lights. Maybe once a month I may have to wait for 3 sets before turning right.

I believe the traffic delays are greatly exaggerated.

As most traffic turns right onto the bridge a link road will only move the problem onto the highway, and thus create more congestion for south moving traffic.

The main problem seems to occur when the traffic turning right into Bridge Road, on the south side of the bridge, builds up and creates a bottleneck on the bridge. If a solution could be found to this problem this would easily alleviate the Illaroo Rd problem, and I suspect be a lot cheaper to accomplish.

If a link road does need to be built, and this may be required as more housing is built in the North Nowra /Bangalee areas, alternative routes that do not impact on the Bomaderry Creek Regional Park should fully explored.

I am concerned about the proposal to build the link road from Pitt St onto Narang Road and thus to the highway. These are my concerns:

- The Bomaderry Zieria is also one of the more threatened species in Australia. The Bomaderry Zieria only exists in this area and will also be threatened by this road. I was fortunate enough to view a site of Zieria only 5 metres from the proposed roadside verge. I fail to see how this site will not be affected by construction of the road and then by the pollution from oil and other debris generated by traffic. The Zieria does not propagate by seed, relying on suckering to spread. This method of reproduction limits the Zieria's ability to reproduce thus making it very susceptible to any disruption to it's habitat. I've noticed also that there is a proposed urban development along the middle route option - has the department considered the impact of increased pedestrian / bushwalking traffic into the Zieria's habitat? Surely we should be doing all that we can to protect endangered species and not increase the threat of extinction and adding to Australia's poor reputation in it's ability to protect endangered species!
- the bridge will impact on the Albatross Mallee, a plant found only in the bushland from the Regional Park to the Albatross area. The Albatross Mallee has been declared an endangered species, particularly threatened by this proposed road. the bridge will require the removal of a number of grey gums, a key feeding tree for the yellow bellied glider. Will we hang our heads in shame when we realise that we have contributed to making another species extinct when we have the knowledge and ability to prevent it?
- the bridge proposed will have a significant effect on the Bomaderry Creek Regional Park area, visually and noise levels. National Parks have recently spent a lot of dollars upgrading the picnic area and it appears the road will run directly alongside this area, changing a peaceful area into one impacted by traffic. Traffic noise will also compromise the bush walking experience, altering a now peaceful environment into one with a background of whooshing traffic - not what we want from a 'natural' environment..
- Access for people with disabilities and the elderly will be seriously compromised with the loss of the level walkway to the old Camelia garden. In the Bomaderry area there are few accessible tracks into the bushland for people with disabilities and the elderly.
- The Bomaderry Creek area was declared a Regional Park because of it's significance to the local environment and it houses 4 threatened plant species and 3 threatened animal species - surely this is reason enough to protect the area and not increase the threat to these species. Isolated species have less chance of survival when their habitat is reduced. Of particular concern is the dividing of the park into 2 smaller segments which will significantly increase the risk to animals to be the victims of road kill.
- We must also consider the impact of construction of the bridge and road into the park area.

Constructing the bridge seems to be a major construction requiring heavy machinery to place the spans etc.

- Bringing more vehicles onto the highway at Narang Road will increase the traffic at this roundabout and give only 2 options, north or south, neither directly into Bomaderry. The West Cambewarra Road exit onto Moss Vale Rd / Cambewarra Road gives motorists a more direct access into Bomaderry.

If a link road in this area must be constructed then it seems to me that the West Cambewarra Road proposal would have less impact on the integrity of the park and still achieve similar outcomes for motorists wishing to drive north or to Bomaderry. I understand that a buffer zone has been proposed to reduce the impact of traffic on West Cambewarra Rd residents.

Thank you for considering this submission.

Janet Luxton

North Nowra resident

Bomaderry Creek Park recreational user.

**Andrew Beattie - Submission**

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**From:** "A. Stephenson" <affine@tpg.com.au>  
**To:** <andrew.beattie@planning.nsw.gov.au>  
**Date:** 17/03/2011 9:23 AM  
**Subject:** Submission  
**Attachments:** NORTH NOWRA LINK ROAD PROPOSAL.doc

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Hi Andrew  
Submission re North Nowra Link Road attached.  
Regards  
Alan Stephenson

## NORTH NOWRA LINK ROAD PROPOSAL

### General:

I would initially wish to register a personal protest regarding the timing of this proposal. To issue a Concept Plan for this several times rejected Link Road proposal, consisting of a range of documents totalling over 1300 pages of information in the weeks leading to a state election and the need to have declared, what is a local road, to be a Part 3A project, is an unwanted and unnecessary distraction at this time.

A proposal to construct this road was rejected by the NSW Land and Environment Court in 1993 and since that time the Shoalhaven City Council has wasted a considerable sum of money in an effort to resurrect the development. This sum of money is unknown but is believed to be in excess of \$1.5M. This does not include the most recent accumulation of information from a wide range of Civil Engineers, Planners, Traffic Management experts and an as-yet unfinished Environmental Assessment for the Concept Plan documents.

The proposal to construct a link road through a designated Regional Park will necessitate a revocation of a section of the park via an act of parliament. Such a revocation is at odds with the values placed upon the Regional Park by a large section of the community and the Government at the time.

In recent years, current Member for Kiama, Hon. Matt Brown MP, undertook to circulate a petition to garner interest for this proposal and allegedly received an 80% response from local people. However, the figure relates to a response only and not necessarily those in favour of the proposal. A petition against the Link Road was also circulated and the result presented to the Mayor, Greg Watson. This petition proved by the number of signatures, that a majority (over 2000) of local residents were opposed to the division of the Regional Park with the construction of a road.

### Offsets Proposal:

The proposal to use 50ha of land along the escarpment and in the southern section of the Bomaderry Creek area to offset the obvious destruction of *flora* and *fauna* habitat and to claim this will add to and enhance the park is incorrect and misleading. Much of this land is weed infested with *Bryophyllum delagoense* (Mother of Millions). This proposal is contrary to the BioBanking scheme as set out by the DECCW, which in this instance, would require the land to be destroyed for the Central Option, to be replaced with a specified and larger percentage of identical habitat, proportionate to the known environmental value of *flora* and *fauna* species as stipulated by the DECCW.

### Traffic:

The Central Link road as proposed may be of immediate benefit to residents of Illaroo Road but will not alleviate current vehicle congestion, as this is largely caused by the inability of the old bridge to accommodate the necessary number of vehicles and also the inability of the road and traffic signal system to cope with the large flow of vehicles at the southern end

of the bridge. Vehicles are frequently stopped in the western lane of this bridge to the effect of preventing other vehicles from exiting Illaroo Road. This also has the effect of preventing a proper flow of vehicles to access the Princes Highway, either to enter the main business section of Nowra, the Industrial/Commercial/Retail area of south Nowra or proceed through the town to other local areas including surrounding Shoalhaven towns and areas further down the south coast.

The intention to use a particular quality of bitumen for the Central Option in an effort to minimise the expected significantly greater level of vehicle noise generated by the current level of vehicle activity and the expected increase of both standard and heavy vehicles, is fraught with obstacles. The noise emanating from these vehicles will reverberate down the gorge to the detriment of residents at the southern end and will destroy the peaceful amenity of the existing picnic ground, which has failed to rate a mention in any of the documents. The visual amenity of the gorge lookout immediately above the old weir will also be destroyed, as the first view of the creek will be that of rapidly moving vehicles and not the quiet and scenic section of gorge as currently exists. No longer will visitors be able to hear the flowing creek as this pleasant noise will be lost among the noise of up to 6000 vehicles per day.

One cause for Illaroo Road congestion in the morning is the Illaroo Road Public School. During the morning peak numerous vehicles driven by parents who when driving their children to school park in and around the area of Crest Avenue and the constant use of the pedestrian buttons on the traffic lights necessitate a restriction of vehicle movements for those other residents who require a through passage into Nowra to attend their workplace. This causes a bottleneck as far west as McMahons Road. Conversely, in the afternoon when those same persons arrive to drive their children home from school, the same traffic situation arises with the bottleneck this time spreading east, almost to the traffic lights on the Princes Highway. A link road will not fix this problem. However a car park opposite the school and a covered pedestrian bridge will allow children to enter and leave their school in comfort and safety and not adversely impact on Illaroo Road traffic. I am aware there is a small park opposite the school but the purchase of a private dwelling for this purpose should be considered.

In addition to these apparently ill considered problems is the problem which will arise if a right turn from the Princes Highway to Illaroo Road is made impossible. This will of course upset many current Illaroo Road residents, particularly those who live east of McMahons Road, persons who frequent Greys Beach and the boat ramp and the multitude of people who visit the Nowra Golf Club for either a game of golf or another social event.

Indications of a by-pass of the Nowra/Bomaderry area are that nothing will eventuate until 2036 or later and as such the correct location of any link road is imperative as it is certain the entire area will be akin to the slow-moving car park it becomes during holiday periods. It is quite obvious the Shoalhaven City Council (SCC) will never give consideration to any option other than the option rejected by the Land and Environment Court in 1993 and has had at least two other proposals rejected by the Department of Environment Climate Change and Water (DECCW) in the past couple of years.

In considering the options as proposed for the link road and the consideration some people give to any extra distance which might need to be travelled to access a main road, one must remember those people who live south of the bridge and east of the highway. When the new highway (deviation) was constructed, no consideration was afforded those residents whose residential streets were closed to the deviation and the speed humps which were installed in later years. Many of these residents must travel extra distances to access their workplace and the business and retail section. One of the main features was the restriction of a right turn from St. Anns Street, which was instituted as a safety mechanism, however this made it necessary for residents to exit left from St. Anns Street, drive to Kalander Street, turn right then turn again at the Kinghorne Street roundabout or travel via Wallace Street, which is close to the East Nowra School and well populated with speed humps as is the section of St. Anns Street east of the Princes Highway.

The distance from Pitt Street to West Cambewarra Road is 750mts and if the Northern option is chosen and enters Moss Vale Road at Elvin Drive, the distance to Cambewarra Road is 330mts with a further 418mts to Narang Road. Despite this distance this option is clearly the better of the three and will give a better access to persons who desire to access the Hume Highway, Bomaderry, Wollongong or Sydney. A problem arises at Narang Road if this option is chosen with the 40kph school zone commencing just 260mts from this point. Any reasonable person can envisage a traffic bottleneck during the times the school zone is in operation, which is at the same time as the morning peak period. The Narang Road access to the highway also provides poor visibility to northbound traffic and will certainly be the scene of numerous vehicle accidents, as the volume of vehicles will demand right of way simply due to the volume of traffic, in contravention of proper roundabout practice.

The Central Option must also provide lanes for access to and from the Victory Church, Bowling Alley and possibly the Tennis Courts, unless access to the latter is via Cambewarra Road and through the former *Camellia* gardens. Has any cost for these facilities been included in the plans? Any new bridge over Bomaderry Creek for the Central Option will require the relocation of water and the 33kV powerline. This option will also provide environmental problems, as bushland must be destroyed to construct this road. Within the Concept Plan documents are several tables of figures, which purport to put a dollar value on travel times, distances and waiting times etc. However, there has been not attempt to put a dollar value of habitat loss or loss of *flora* and *fauna*. I am at a loss to comprehend how a monetary value can be equated for personal considerations, whereas nothing has been proffered to estimate the loss of the natural value of an area. I have also not noted in the Concept Plan documents, any costing for removal and replacement of either water pipe or power lines with regard to the Central Option. This is a serious failing and brings into question the veracity of any costing of this option.

Problems with increased traffic volumes in this area must be assumed, due to its proximity to the Northern Option, should this option be selected. A Northern Option will give better access to those people who require access to the Hume Highway, Bomaderry Railway Station, Bomaderry High School, Swimming Complex, Basketball Stadium and the Industrial area. This also includes Berry, Kiama, Wollongong and Sydney, and despite the stated delay in the construction of a Nowra by-pass, the Northern Option will require access to a road servicing these towns and cities. I would envisage a vegetative barrier along West

Cambewarra Road or perhaps a concrete structure softened by vegetation to insulate all 19 homes from noise and to provide unfettered access to their homes. Any new parallel road along this route can be constructed with a minimum of environmental impact and it appears the necessary bridge will be less expensive. This is clearly the best option and the SCC must begin to educate all north Nowra residents to its benefits instead of continuing with their tunnel vision regarding the Central Option. The 19 homes on West Cambewarra Road would be impacted upon (albeit minimally) by a link road and this also should be a consideration. All homes are on large holdings, well set back from the current road and best suited for this manner of protection.

The Southern Option will present more problems as far as *G. baueri* is concerned and also as with regard to vehicle congestion as this is planned to enter the highway at West Bunberra Street, immediately in line with the Nowra Anglican College and the Nowra Ambulance Station. There are nine plants of *G. baueri* in the vicinity of Byron Avenue and all will be destroyed if the Southern Option is chosen. This is an unacceptable loss. Morning traffic is often banked-up from the Illaroo Road intersection to this point and delays for ambulances exiting the station for an emergency to the south would be undesirable. Many Illaroo Road residents from the lower sections of Illaroo Road (from McMahons Road to the highway) will continue to use this intersection and will be just as frustrated as they are now, as Green Light Times will naturally favour the highway even more than is currently the case. All of these problems will remain until such time as the crossing of the Shoalhaven River is upgraded. However, the prevention of a right turn into Illaroo Road will adversely affect all residents as far west as McMahons Road, all people who use the boat launching facility, or the numerous members and visitors to the Nowra Golf Club.

This upgrade must be considered as a matter of urgency, as it is the key to less vehicle congestion, regardless of the time of day. Mention has been made of the need to improve the Illaroo Road intersection and the possibility of a complete approach to these problems with the construction of a left-turn only lane from Illaroo Road, converting this intersection to a flyover and connecting into the Princes Highway river crossing infrastructure but without a complete new river crossing and integrating Bolong Road and Illaroo Road intersections with the highway into a major grade separated interchange, also without a new river crossing. The options to the south of the river should also be considered and could be undertaken by using one or more suggestions as listed. A larger area for vehicle distribution from the southern side could come from another lane added between both existing bridges to allow for a dedicated southbound lane into Bridge Road. Even if a full-length new lane was not added between the existing bridges, an access lane to Bridge Road could be constructed by cutting into the old bridge prior to the southern end and constructing a lane at this level, which could be used with or without traffic lights.

I also have concerns regarding the possible large scale development of the southern bank of the river is that all of this land is flood prone and has been inundated at regular intervals since the formation of Nowra from its original location at Terrara. The SCC seem reluctant to include this area in any of their plans to improve traffic flow across the river into Nowra and any proposed large scale development such as a hotel will only serve to exacerbate an already critically poor traffic situation.

This is a very complex issue but it is necessary to look first at the vehicle congestion in general and ask why it occurs and what can be done to rectify an increasingly deteriorating situation. This will not be done satisfactorily by constructing a Link Road, as the major problem is with vehicle flow on the southern side of the river. Removing large numbers of vehicles from Illaroo Road will lessen SCC maintenance and increasing vehicle movements on the highway will increase maintenance costs by a state government and necessitate delays to vehicle movements during increased maintenance operations. One must ask if the SCC will provide sufficient funds to maintain any link road or will it be allowed to deteriorate to the low standard of many local streets.

Many surveys have been regarding the acceptance of the community regarding the construction and location of a link road but no community consultation has been undertaken since 2007 despite this issue being a regular feature of SCC announcements and Newspaper articles. In 2006 some community consultation was initiated in preparation for the Nowra Bomaderry Structure Plan, including newsletters, public exhibition and a public meeting. Over 215 submissions were received in relation to the Structure Plan, including 20 from Government agencies. Of the 215 submissions 23 referred to the North Nowra Link Road and 22 indicated their opposition to a road through the Regional Park. The then NSW Department of Natural Resources (DNR) stated a preference for the Northern Option as their preferred route, since it was and still is considered to be more in alignment with the NSW natural resource direction. The DNR indicated Bomaderry Creek was classified as a Category 1 – Environmental Corridor and as such their objective was to provide biodiversity linkages by maintaining connectivity for aquatic and terrestrial species along the riparian corridor and between key destinations. The DNR further indicated this should be achieved by a particular type of bridge structure and associated environmental developments outside of the core riparian zone. A vegetative link providing a habitat corridor for all wildlife is only possible with the construction of the Northern Option.

In the Environmental Assessment Review it is stated that residents of North Nowra would not use the Northern Option, however the road and the area for a link road already exists and is historically preferred, it will leave the Regional Park intact, minimise congestion at the Nowra Anglican College and the TAFE College, provide the best access to sporting fields, has the lowest financial, environmental and social cost.

In 2001, Brown and Root were employed by the SCC to conduct a community workshop to gain an insight into feelings about a link road, what form it should take, its location and its impact on the community, traffic flows and the environment. It is known Brown and Root required extra funding over the original quote but my understanding was that this request for funding was rejected by the SCC. The general feeling from this meeting was that the Northern Option was preferred among those who attended and could be the reason further funding was rejected and no final report produced and no findings made public.

## Environmental:

A first concern is the number of animals which will be at the mercy of vehicles travelling at 80kph. These include four large mammals, two small mammals, four arboreal species, 17 reptiles, 11 frogs and any number of large birds. Some of these birds including the Glossy Black Cockatoo (*Calyptorhynchus lathami*) occasionally land on roads to take advantage of rainwater puddles. From personal experience along Seven Mile Beach Road I can attest to the length of time taken by these birds to lift from the road in the face of oncoming traffic. As this species is listed as an Endangered Population in NSW and used by the SCC as an emblem, all consideration must be given to the protection of this bird and its habitat.

I feel that to bisect a Regional Park by constructing an 80kph road through what was designated as an area of passive recreation, is a devaluation of the entire area. Bomaderry Creek is a unique part of the Shoalhaven and comes complete with features most towns or cities would welcome. To have an environment with such a recognised natural value and then have it debased with the noise of 400-600 vehicles at the am and pm peaks and as many as 6000 vehicles per day, which are current usage figures, is senseless. Documents indicate the depth and type of bitumen will lessen road noise but the constant flow of traffic will become so great over time with the anticipated increase in residential development, the entire area will have the same amenity as any part of the Princes Highway as it passes through Nowra. The expected volume of traffic on the Central Option will certainly require regular maintenance which will be at the expense of the SCC and its ratepayers.

It is noted that two plants of *Eucalyptus langleyi* (Albatross Mallee) occur in the area to be taken by a bridge for the Central Option and it is correctly assumed that the heavy shading from this structure will eventually lead to the death of both trees. It is also noted that the numbers of this *E. langleyi* are considered to be substantial; however the two plants in question are two of only twenty plants known to occur on the northern side of the Shoalhaven River and are considered to be genetically and geographically isolated from all others. It is also known the seeds of *E. langleyi* do not disperse widely, and if these two plants are considered expendable, then a significant and valuable proportion of the northern population will be lost. In total two plants may seem a small price to pay but the overall population will suffer from this loss, which is unnecessary, as the Northern Option is known to be environmentally more favourable and the apparent dismissal of the loss of two plants is incompatible with any reasonable assessment of even modest environment values.

The Environmental Assessment (EA) is deficient in that it fails to list numerous orchid species which occur along the route chosen for the Central Option and as such must be considered incomplete. My personal experience indicates 14 orchid species occur within the area chosen for this option and not four as stated in the EA. This indicates an up to date survey is required and the data as presented within the documents presented are unreliable. I am also concerned that the proponent has not provided for any in-depth environmental assessment for *G. baueri* of the vacant crown land, particularly the northern section. In total there are 38 orchid species *in situ* within the Regional Park and vacant crown land. The EA states a single plant of *Genoplesium baueri* occurs along the route of the Central Option. This is incorrect, as I can attest to three plants as of 2010, with one of these plants producing seed capsules in that year. Officers of the DECCW can verify this

information and it is significant to recognise, one of Australia's noted Botanists has not observed seed capsules on a plant of this species; however this author observed seed capsules on several plants during the 2010 season. This is an indication of how little information is available about this species and indeed many other vulnerable and endangered orchids.

The three plants under the powerlines in a direct line with the Central Option amount to 11% of the 27 plants known to be *in situ* and these three plants must not be assessed as expendable. The latest figures for this species (Stephenson 2010) indicate a total of 209 plants loosely distributed across 13 sites from Port Stephens to Ulladulla. The population in the immediate area contains 12.9% of all known plants. However, eight of the 13 populations contain less than 12 plants with six sites limited to single figure populations, as low as two individuals. A total of 62 plants or only 29.6% of all plants are in reserves, however several of these populations are under threat despite this alleged level of protection.

It is my understanding that eco logical have not conducted a survey for *G. baueri* within the area of the Concept Plan and therefore this should be completed before any decision is made regarding the suitability of the Central Option or any other option for a link road is made. It is obvious that during the reading of the Concept Plan documents that my submission for nomination of *G. baueri* for listing as Critically Endangered under the EPBC Act and TSC Act has been a point of reference, however this reference has been selective and that eco logical has little experience of *G. baueri* on the site in question and any assessment made on that basis should be viewed in that context. The nomination was made following my investigations and field work which resulted in a total of 209 individuals, which falls well below the <250 individuals required for the **Very Low** category.

Surveys have been conducted for *G. baueri* in this 2011 season, however this was necessarily restricted to areas previously covered but did include the northern area of vacant crown land. The area of the Regional Park adjacent to this section and also close to West Cambewarra Road was to be included but a hazard reduction burn has been undertaken in recent months and vegetation and habitat will not be re-established for at least a further 12 months, rendering a survey for *G. baueri* as useless. This time frame is dependent upon normal rainfall patterns during this period but already this area has recorded 25% below average rainfall for January and over 60% below average for February. This should indicate how delicate a situation exists regarding the reliability a survey for populations of *G. baueri* would produce in 2011.

*G. baueri* normally flowers approximately six weeks after a significant rainfall event (estimated to be 20mm-25mm) in a 24 hour period during February and March. Flowers last from two-three weeks; self pollinate during March and disperse seed, usually within 21-28 days. Plants have a single perennial tuber-like root, which is not replaced annually as in a similar Genus, *Corunastylis* or most other terrestrial orchid species. Plants are not necessarily enhanced by fire but occasional vegetation thinning via this mechanism provides less competition from other vegetation and permits plants to grow, whereas they are repressed by continually dense ground cover. Some terrestrial species are known to favour disturbed ground and in this case the disturbed ground is a powerline easement but

otherwise it might be a bush track made by an animal such as a Wombat, Kangaroo or Wallaby, with plants known to frequent the edges of these tracks. In areas of bushland *G. baueri* is usually located in small naturally occurring clearings and these can be as small as one square metre.

Populations are severely fragmented with low numbers the norm. The self pollinating mechanism, saprophytic nature, wind based seed dispersal and non-annual tuber production, are all factors which serve to negate the build-up and natural maintenance of large populations. The average height of plants (80mm) and average flower count (3-5) per plant is also an indicator to, a precariously situated population. *G. baueri* is limited to these sites due to a finely defined habitat preference type.

Insufficient knowledge is available regarding the propagation rates of *G. baueri*; however as the plant does not (in the true sense) produce an annual tuber but a tuber-like root, consistent good seasonal conditions must be considered essential for the long-term survival of this species. Tubers can remain viable for a season or two during drought but lose their viability (shrink) in extended drought periods but little is known about the type of root system of *G. baueri* and its ability to resist extended dry periods. The fact many plants are not located during drought conditions would give some credence to this observation.

Maintenance of habitat in as natural a condition as possible is the only mechanism which will ensure the long-term survival of this species. As *G. baueri* exists in well-drained habitat types, no adjacent development must in any way be allowed to alter the hydrology of the immediate habitat. The self-pollinating saprophytic nature of this species, which lacks the formal and permanent support base of most terrestrial orchids, must be seen as critical to its survival. It is not only the certain destruction of the three individuals directly in line with the planned route but the destruction of adjacent habitat which will be necessary whether the route actually follows the existing power line easement or is diverted to the north of the easement, particularly as no surveys for *G. baueri* have been conducted in this area by any person or company who has provided information for assessment in the Concept Plan documents. If any further information is required, expert advice can be obtained from Dr. Mark Clements of the Centre for Plant Biodiversity Research at the National Herbarium.

It is quite obvious that to prepare the environmental sections of the Link Road proposal as it refers to *G. baueri*, my submissions to the NSW Scientific Committee and the Commonwealth Threatened Species Scientific Committee requesting listing of the species under the EPBC and TSC Acts have been consulted. However, some of the information contained within those submissions has been misinterpreted or misunderstood. It is correct to say that populations are widespread but these populations are also very thinly distributed within several sites, however one misunderstanding is that a single plant will be directly impacted by the Central Option is incorrect. Three plants were located in this immediate area during my surveys in 2010 and their area of occupation covers approximately two square metres in size. Even if these individuals are by-passed by the Central Option, their survival is threatened by the volume of traffic expected to use the road. Another concern is of course peripheral damage during construction from vehicle movements and the possibility of road building material or Grader scrapings being pushed on to the plants,

which for 10 months of the year are not visible to the eye. Water dispersal on to the site or diversion of water from the site, coupled with a constant flow of exhaust fumes will certainly have the effect of killing these three plants, which are extremely sensitive to chemical changes in the soil, water or air.

- The Port Stephens population (5 plants) is under threat from the construction of power lines and an easement by Energy Australia.
- The population in the Ku-ring-gai Chase National Park (12 plants) is under threat from proposed road widening and increased water run-off from this.
- The population the St. Ives Wildflower Gardens (35 plants) is also under threat from proposed bitumen road widening, which is an activity in contradiction with the Charter of Operation of the gardens. Increased water run-off is another threat.
- The population (2 plants) along the road to Woronora Dam is under threat from road works.

The population in the Bomaderry Creek Regional Park (3 plants) is under threat from the Central Option. The remaining 24 plants are under threat from the expected residential development which will follow the construction of the Central Option.

- The Callala Beach population (72 plants) is under threat from residential subdivision.

Other populations to fall victim to urban development were located at Port Jackson, Gladesville, Lane Cover River, Cowan, Asquith, Pennant Hills and Wahroonga. This information was also in the EPBC and TSC submission but was not stated. The final work for these submissions was completed in 2010, which was the first average season in seven years and yet several sites known to contain *G. baueri* in previous years, failed to produce a plant or produced numbers lower than those recorded for those sites in previous years. The vacant crown land at Bomaderry Creek is one example, where a population known to contain seven individuals, produced a single plant in 2010 and 2011. The 2010 plant was subsequently damaged by an animal and failed to produce a flower and possibly seed capsules, however the site produced a single flowering plant in 2011.

Surveys in 2010 were not instituted by NSW National Parks and Wildlife personnel as was indicated in the Concept Plan documents. The survey was undertaken by the National Conservation Officer for the Australasian Native Orchid Society for the purposes of a submission to have *G. baueri* recognised as Critically Endangered under the EPBC and TSC Acts, with three DECCW persons attending on one day, primarily to view and map locations of *Zieria baeuerlenii*, although they were responsible for some of the GPS locations. A survey is being undertaken by ecological as this submission is being written, however the survey is not for *G. baueri* but targeted to *fauna* and any findings will be unavailable to any who choose to forward submissions. In light of this any decision must be considered suspect without all details being publically available.

I find the overall Concept Plans to be deficient in that environmental assessment work is still being undertaken as of 10-3-2011. As the EA is incomplete I feel all plans for road construction should be withdrawn until such time as this work is finalised and all persons have an equal opportunity to comment on the final environmental report after it is included in the documents. The validity of the EA must be questioned as only the persons responsible for the EA will have any knowledge of its content.

## Conclusion:

It is quite obvious the construction of the SCC preferred option for the North Nowra Link Road will have a major effect on an area declared worthy of being a Regional Park. The area was only dedicated as a Regional Park in 2002 and could go on record as the shortest recorded park of its type. This is a claim to which we should be ashamed as the Central Option will destroy the amenity enjoyed by many.

In regard to the above information I am of the opinion the preferred Central Option for a Link Road through the Bomaderry Creek Regional Park should be refused in favour of the Northern Option.

Alan W Stephenson  
National Conservation Officer  
Australasian Native Orchid Society (ANOS)  
Conservation Director  
Australian Orchid Council (AOC)

## CURRICULUM VITAE:

Stephenson A. (2002). Survey for *Caladenia tessellata*, Vincentia, prepared for Leon Rodwell.

Stephenson A. (2002). Survey for *Corunastylis vernalis*, *Cryptostylis hunteriana*, Batemans Bay, prepared for Gaia Research.

Stephenson A. (2003). Survey for *Prasophyllum affine* (2003), Maddens Plains, Moona Creek Road, prepared for Shoalhaven City Council.

Stephenson A. (2004). Survey for *Prasophyllum affine*, *Cryptostylis hunteriana*, prepared for The Bay Consultancy.

Stephenson A. (2004). Survey for *Corybas undulatus*, *Caladenia tessellata*, *Cryptostylis hunteriana*, prepared for Gaia Research.

Stephenson A. (2005). Survey for *Pterostylis gibbosa*, prepared for GHD.

Stephenson A. (2006). Habitat assessment for *Genoplesium superbum*, prepared for Shoalhaven City Council.

Stephenson A. (2008). Survey for *Pterostylis gibbosa*, *Cryptostylis hunteriana*, prepared for Gaia Research.

Stephenson A. (2008). Survey for *Prasophyllum affine*, *Caladenia tessellata*, *Cryptostylis hunteriana*, prepared for Gaia Research.

Stephenson A. (2008). Survey for *Prasophyllum affine*, prepared for Department of Environment, Climate Change and Water.

Stephenson A. (2009). Survey for *Prasophyllum affine*, prepared for Department of Environment, Conservation, Climate Change and Water.

The author of this submission is also responsible for:

1. The discovery of the first plant of *Cryptostylis hunteriana* (Leafless Tongue Orchid) to be found at altitude.
2. The re-discovery of *Prasophyllum affine* (Jervis Bay Leek Orchid) at Vincentia.
3. The re-discovery of *Calochilus pulchellus* (Pretty Beard Orchid) at Vincentia.
4. The identification and discovery of *Rhizanthella slateri* (Eastern Underground Orchid) at Vincentia.
5. The discovery of *Diplodium pulchellum* (*Pterostylis pulchella*, Escarpment Greenhood) at Nowra.
6. The discovery of *Tetrabaculum tetragonum* (*Dendrobium tetragonum*, Banded Tree Spider Orchid,) near Nowra.
7. The discovery of the only plant of *Oligochaetochilus aciculiformis* (*Pterostylis aciculiformis*, (Needle-point Rustyhood) to be found in the Shoalhaven.
8. The discovery of the only plant of *Petalochilus curtisepalus* (*Caladenia curtisepalus*, Short-hooded Fingers) to be found in the Shoalhaven.
9. The discovery of *Petalochilus mentiens* (*Caladenia mentiens*) in the Shoalhaven.

## Andrew Beattie - Online Submission from Fiona Lewis (support)

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**From:** Fiona Lewis <fiona.lewis@dha.gov.au>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 17/03/2011 9:59 AM  
**Subject:** Online Submission from Fiona Lewis (support)  
**CC:** <assessments@planning.nsw.gov.au>

---

I support the Central Option (Pitt Street to Narang Road) for the North Nowra Link Road.  
I am not making any political donations and do not plan to.

Yours sincerely,

Fiona Lewis

Name: Fiona Lewis

Address:  
2 Mintbush Cres, Worrigeer NSW 2540

IP Address: cache01.dha.gov.au - 203.19.222.5

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

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

-----  
**Andrew Beattie**

P: 02 9228 6384  
E: [andrew.beattie@planning.nsw.gov.au](mailto:andrew.beattie@planning.nsw.gov.au)  
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## Andrew Beattie - North Nowra Road Link

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**From:** "Bob Hayward" <haywarb7@bigpond.com>  
**To:** <andrew.beattie@planning.nsw.gov.au>  
**Date:** 17/03/2011 10:01 AM  
**Subject:** North Nowra Road Link  
**Attachments:** Support Letter, North Nowra road link.doc

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Andrew, attached is my letter of support for the current concept application for the North Nowra road link.  
Please confirm acceptance of this submission.

Bob Hayward

42, Browns Mountain Road,  
Tapitallee,  
NSW. 2540.  
17 March 2011

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

**Attention: Mr Andrew Beattie**

Dear Sir

**Part 3A Application Number 07\_0037: North Nowra Link Road**

**I support the approval and construction of the proposed North Nowra Link road - Option 1 (Central Route) Pitt Street to Narang Road for the following reasons:-**

I am a resident in the vicinity of the proposed North Nowra Link Road and a frequent user of the Illaro Road which the proposed link road will relieve.

I have reviewed the related studies which are on exhibition and also considered the impacts on the existing environment together with careful consideration of the future needs of the district based on the published Structure Plan and proposed development within the location.

I have had no previous engagement with this proposal being a relatively new resident. My initial reaction to the proposal was to seriously doubt the need and the choice of option. It seemed to me extraordinary to construct a road without development frontage through a bush area. However the planning and traffic studies clearly demonstrate that a significant benefit will accrue to the community from the construction of this link road. My doubts have been adequately addressed and I now support the proposal.

The determining issue for me is the consideration of the broader Planning issues relating to the need for the area to accommodate further development. In this context it is apparent that further development within the existing urban area of North Nowra is currently constrained by the single point of access to the Princes Highway via the intersection of Illaro Rd and the Princes Highway. This intersection is in itself constrained by the proximity to the bridge and the demands of through traffic on the Princes Highway. The only alternate route is via Cambewarra Village, which is inappropriate from numerous obvious considerations.

It is evident that North Nowra has the potential to accommodate additional residential and employment development thereby

reinforcing the viability and use of the existing commercial, educational and community facilities. This reinforcement would be beneficial to both the incoming population and the existing population. The proposed link road will open up this potential and therefore has my support.

In addition to the primary reason for my support of the link road I endorse the route selection for the following reasons;

- 1The majority of the proposed road uses an existing permanently cleared maintenance trail for the major infrastructure services (community power and water supply) and a large part of this land is totally devoid of vegetation.
- 2Option 1 (Central Route) has the least impact on residents for noise and air pollution
- 3Option 1 (Central Route) allows for the least travel distance
- 4It provides an opportunity to improve the usage of the picnic ground accessed from Narang Road which should reduce anti-social behaviour that it has suffered for many years
- 5It has the least impact on Aboriginal cultural heritage and is supported by the Aboriginal community
- 6West Cambewarra Road would impact heavily on existing residences and remove far more bushland than Option 1 (Central Route)
- 7West Cambewarra Road would impact heavily on the MacDonald's roundabout at the Princes Highway - and add to the traffic congestion particularly when the southbound traffic shifts from the coast road to the improved Princes Highway upgrade from Gerringong to Bomaderry in a few years time.
- 8Shoalhaven City Council is offering 50 hectares of environmental conservation land that will be transferred to the National Parks and Wildlife for the removal of 1.6 hectares of native bushland. This is more than adequate offset for conservation loss. The public benefit may not have outweighed conservation loss without this exchange. However, it is conclusive that the conservation loss is outweighed by this land exchange.
- 9Residents that do not use Illaroo Road but are affected in southbound traffic congestion can make the point that the development of the link road will encourage a reduction of morning peak traffic coming out of North Nowra on Illaroo

Road hence allowing the Princes Highway greater green traffic light time.

Considering a shift from the southbound through traffic from Wollongong, Kiama and some of Gerringong from Gerroa Road (sand track) to the Princes Highway will mean less green time required for Bolong Road as well. This results in a reduction of the stop-start southbound traffic and improved overall traffic flow at the intersection.

Southbound traffic from Option 1 (Central Route) assimilates with the Princes Highway 2 kilometres north of the Shoalhaven River Bridges giving it time to achieve a smoother, more free-flow to the bridge.

- 10 The Shoalhaven is forecast to be the biggest growth area in the next 30 years (outside the Sydney metropolitan area). The Nowra Bomaderry Structure Plan approved by Department of Planning in February 2008 is a subset to the South Coast Regional Strategy which all forms part of the Statewide, wider planning objectives for communities and population.

For the Nowra Bomaderry Structure Plan to make its available contribution, about 1800 residential allotments in the Crams Road, North Nowra area are proposed under future planning. This will place greater pressure on the local traffic network and would result in chaos if Illaroo Road was the only feasible traffic route to the area.

Yours faithfully

Bob Hayward  
Mobile 0411 154 630

**Andrew Beattie - Online Submission from Stephen Daly (other)**

(81)

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**From:** Stephen Daly <sda22970@bigpond.net.au>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 17/03/2011 10:14 AM  
**Subject:** Online Submission from Stephen Daly (other)  
**CC:** <assessments@planning.nsw.gov.au>

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I support the West Cambewarra Road Option (Northern Route), which is acknowledged in the traffic studies as a viable option and is less destructive to the Bushland. I believe the community will support this option.

I oppose the destructive rout Pitt St to Narang Rd (Central Option), through the Bushland.

A road through the Bomaderry Creek Bushland, Pitt St to Narang Rd, makes little sense. It will permanently ruin a valuable passive recreation area, for questionable long term benefit, and there is a viable alternative. The \$ costings for the Pitt St to Narang Rd option are understated and should include all associated works to connect to the highway and recreation sites.

We need a Link Road, but it is a short term fix for congestion on Illaroo Rd. There are also other contributing factors to this congestion, associated with Illaroo Rd school, which Council has refused to rectify.

Once we have a Link Road, there will be further development in North Nowra. This will produce more traffic.

It will not be long before there is as much congestion as there is now on Illaroo Rd, from traffic generated by this future development?

Bomaderry Creek Bushland will become a more valuable community recreation and educational asset, as population from future development in North Nowra accelerates as a consequence of a Link road.

Permanently damaging this wonderful community asset, for dubious and short term benefit from traffic congestion, is unacceptable environmental vandalism.

It is stupidity.

The need for a third bridge crossing is becoming increasingly urgent. This is the main problem.

The decision on the route for the Link Rd must be made in the context that the third bridge crossing will happen, preferably sooner rather than later.

Name: Stephen Daly

Address:  
11 Ironbark Rd Tapitallee 2540

IP Address: cpe-58-167-63-145.lns10.ken.bigpond.net.au - 58.167.63.145

Submission for Job: #134 Concept Plan Application

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

Site: #121 North Nowra Link Road

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

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**Andrew Beattie**

P: 02 9228 6384

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

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

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**From:** "JULIE OWEN" <julieowen60@bigpond.com>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 17/03/2011 3:33 PM  
**Subject:** North Nowra Link Road Concept Plan Application No 07\_0037

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To Whom It May Concern,

I wish to protest to the above mentioned solution for traffic congestion exiting Illaroo Road to Nowra or Bomaderry.

I was born and raised in the Illaroo Road area and am now a 23 year resident of Bomaderry so I think that entitles me to consideration of my view on the proposed plan.

I have frequented this beautiful landscape as a child playing and swimming, to now also bushwalking as an adult. It has become one of the last remaining natural pockets that has been enhanced for people to access. I attended an information day this last weekend to confirm what I believed to be the councils plan and I vehemently disagree that this is the most appropriate solution. I am concerned that the delays in finding the solution may result in people just accepting the councils stance that it 'must' be this alternative. Certainly people of Illaroo Road are fed up with the long term existing traffic congestion. However council seems to have its feet firmly planted in its decision over the years and logically the easiest and most simple solution is the West Cambewarra Road being utilised as the exit site with entry to Cambewarra Road which enables all northern bound traffic to be directed to Berry, Kangaroo Valley, Bomaderry and Bolong.

Recently over the last holiday period there was a serious accident along Bolong Road (Bomaderry) which is the alternate route to the highway for Northern bound traffic. This resulted in all northern bound traffic being compelled to use the Princes Highway. This thought was upmost in my mind considering council plans on dumping all the excess Illaroo Road congestion straight into this already very busy part of Bomaderry. Traffic congestion is increasing in Bomaderry – Nowra areas in particular weekends and holiday periods. I do not consider it prudent to increase it any further, as well as the risk of a nearby school and reduced speed zone. Further to my opinion re traffic congestion, regardless of what council say about its negligible impact on fauna and flora in the Nerang Road bypass from Illaroo Road it is I believe immensely important to avoid interfering with this truly wonderful but always fragile ecosystem that is here.

My father still lives up Illaroo Road and I still remember what the areas around Illaroo Road and all outlying areas were like in years gone. There will be no more uninhabited space for children to truly appreciate the existence side by side of nature and ourselves if we continually push the boundaries and I plead for us to allow a special remaining place be left 'unsliced'!!! It will change forever if we do this.

Yours sincerely  
Julie Owen  
60 Cambewarra Road  
Bomaderry NSW 2541  
Ph 02-44234515

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**Andrew Beattie - North Nowra Link Road**

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**From:** "Karen" <karen@boscoaccounting.com>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 17/03/2011 2:34 PM  
**Subject:** North Nowra Link Road

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To whom it may concern,

If a new bridge over the Shoalhaven River is not being planned in the near future then reading the options for the North Nowra Link Road, I am firmly in favour of the northern option which runs adjacent to the West Cambewarra Road avoiding bisecting the Bomaderry Regional Park.

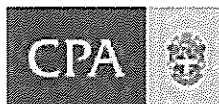
This option seems glaringly obvious to me as it has the least impact on this excellent bushland area and doesn't impact on threatened species which is a major problem of the other two options. I am a birdwatcher and regularly walk through and refer visitors to this park for the variety of birds found there including the sought after Rock Warbler. I can't think of anything more ridiculous than disturbing this amazing suburban park when there is an easy option not to.

We cannot keep putting the environment second as there are becoming fewer and fewer such areas where our wildlife can hope to survive. They should be more important than us due to our overpopulation of the earth.

I hope common sense and the wishes of the local community will prevail.

Yours sincerely,

**Karen Davis**  
**B.Bus. JP**



3/204 Kerry Street  
Sanctuary Point  
NSW 2540  
Ph: 02 44439700  
Fax: 02 44437226

164 Jacobs Drive  
Sussex Inlet  
NSW 2540  
Ph: 02 44413733

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## Andrew Beattie - Online Submission from Peter Cronin of North Nowra Tavern (support)

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**From:** Peter Cronin <pcronin@optusnet.com.au>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 17/03/2011 4:11 PM  
**Subject:** Online Submission from Peter Cronin of North Nowra Tavern (support)  
**CC:** <assessments@planning.nsw.gov.au>  
**Attachments:** link road submission.pdf

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The link Rd is much needed , well overdue, will have little direct environmental impact & is necessary for the roll out of the Nowra Bomaderry Structure plan.

Name: Peter Cronin  
Organisation: North Nowra Tavern

Address:  
PO Box 3013  
North Nowra NSW 2541

IP Address: d110-33-219-90.mas801.nsw.optusnet.com.au - 110.33.219.90

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

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

-----  
**Andrew Beattie**

P: 02 9228 6384  
E: [andrew.beattie@planning.nsw.gov.au](mailto:andrew.beattie@planning.nsw.gov.au)  
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Peter Cronin  
PO Box 3013  
North Nowra 2541

Major Projects Assessment  
Dept of Planning  
GPO Box 39  
Sydney NSW2001

17/3/2011

Via email plan\_comment nm @planning.nsw.gov.au

Dear Sir ,

Subject: North Nowra Link Road.-MO07-0037

I write as a operations Manager North Nowra Tavern to express my support for the proposed Link Road. North Nowra Tavern for the past 25 years has been a significant employer in the North Nowra area. I have long advocated the need for a second access point to the highway. The traffic issues at the intersection of Illaroo Road are well known. Various meetings with Council staff over the years indicate that the whilst the Nowra – Bomaderry structure plan has been adopted, the traffic issue at the Illaroo Road / Princes Highway intersection, in the view of the RTA in particular, is a significant impediment in the early release of any of the lands identified for future residential development North of the Shoalhaven River.

As a business proprietor in North Nowra I can attest that very little commercial expansion has occurred in North Nowra in the past 20 years. Residential development has been very limited particularly over the last 10 years. This affords little opportunity for people who wish to reside in the area to remain. For example should a resident wish to build a new home or say someone who has grown up in the area wishes to build a home they have really no option but to go to Worrigeer or similar locale's South of the River.

This lack of residential growth inhibits commercial growth and employment. Should residential growth occur there follows an associated uplift in services & trades both public & private to meet the needs of the area. Stagnation is never good for any area however stagnation is how I would describe North Nowra.

I have read the environmental assessment prepared by JBA planners.

#### Proposed routes

It is clear from the investigations carried out that the northern route is the least viable, will not move sufficient traffic and will deliver the least benefits for the costs involved.

The proposed southern route appears to have the largest impact environmentally with nearly its full length travelling through bush land. It will disturb the highest number of landowners with land buybacks required. Its crossing over Bomaderry creek has the highest cost bridge & engineering solution and it will move only slightly more vehicles than the central route proposed at approx 30% higher cost.

The central option has always appeared the most practical. It is disappointing that it has taken 5 years & \$1m dollars to confirm what 99% of residents knew, that the most viable route is from Pitt ST to Nerang Road. This runs along a path that is already cleared for the most part, has potential to gather traffic from the bulk of North Nowra & would no doubt become the preferred route for much of the 30% of traffic that currently turns left at the Illaroo road / highway intersection.

#### Environmental Issues.

It is noted on page 108 that the dept of Natural resources preference for the Northern route appears to stem from its tight focus on the Bomaderry creek park and not the totality of impacts along the routes as a whole.

The impacts on individual threatened species as mentioned in the report appear to be restricted to two individual plants of the Albatross Mallee being directly impacted by the preferred central route. It is noted the Bomaderry zieria is not being directly affected but potentially affected by loss of trees shading two specimens some 10 metres from the edge of the proposed corridor. It would appear that this species faces a larger threat from rabbits than from the construction of the road through the central route, much of which is already cleared.

The other impacts relate to potential loss of habitat for certain wide ranging birdlife & fauna which the report does not indicate are actually found in the area such as the giant burrowing frog. The report considered that there would be little impact on these habitats and that these can be managed during the construction phase. Overall the environmental impacts appear greatest during construction and the central route would actually allow better public access to the Bomaderry creek park than currently exists.

## Community Consultation

Evidence of the community support for the proposed road via a survey by the Kiama MP (page 109) shows that 141 households or 868 people supported the link road & 84 households (141 people) were against. A ratio of 5.8 to 1.

## Future Development

The road system in North Nowra is currently akin to a large funnel with a narrow neck in which traffic just trickles through at peak times. The existing residents & workers of the area face significant wait times at the bridge lights. The completion of the link road will alleviate this bottleneck and allow additional capacity for future development.

## Nowra Bomaderry Structure Plan

With a sole focus on development south of the river people relocating to the area have few options other than Worrigee if they wish to build a home. The growth of Worrigee has seen establishment of a licensed club, high standard sporting facilities, child care & educational facilities. Not everyone wants to live in this area however at the moment there is little alternative. The link road is imperative in ensuring that North Nowra does not stagnate for another 10-15 years.

It is shortsighted at best to abandon areas North of the river & North Nowra in particular as unsuitable for development over the single issue of vehicle congestion at the traffic lights at the Bridge. Council's officers have advised on many occasions that the RTA & State Planning are against any development North of the River until the congestion issue at the Bridge is resolved. Should the link road not obtain approval this time around it will effectively mean that one third of the Nowra Bomaderry structure plan is unviable and that the areas identified in the plan may not be developed with the current envisaged life of the plan.

Growing populations need to live somewhere & the current shortfalls in the delivery on new housing in NSW reflects the difficulties in bringing new development areas to market in this state.

New housing starts for the September 2010 quarter from the ABS reveals the number of dwelling commencements were as follows for the four largest states

Commencements	State population	Change over prior year( '000's)
WA had approx 6000	2.296m	49.1
NSW approx 7500	7.238m	105.4
QLD approx 8500	4.516m	99.3
Victoria 15500	5.547m	89.1

## Bangalee Road West

The NBSP is mentioned several times throughout the report. Several mentions are made of the Crams Road investigation area and of Moss Vale Road South. It is noted that the link Road is connected to these two sites as having a beneficial effect on both, even though Moss Vale road south will require a further link road to Moss Vale Road.

I find it most interesting that throughout the report I can find no mention of the Bangalee West future residential area identified in the structure plan. Presumably this is because this development area is smaller in scale than the other development area's North of the river. Surely if this area was considered to have any material effect on the traffic volumes it would or should have been mentioned in the report. The report is absolutely silent in respect to this development area. Clearly the potential traffic impacts from this development area are so small that they do not warrant serious consideration in the wider traffic context. A report of this range & depth would surely have considered the influence of this area as it is identified on the structure plan and included it in consideration of the areas that would benefit from the link Road. Discussions with council staff indicate that the Crams Road site has had a severe reduction to the number of blocks that may be able to be developed yet it is clearly considered as more significant than the Bangalee west site.

## Conclusion

The need for the link road has been clearly identified in the report. The central option provides the greatest cost to benefit ratio with the least impact on the environment. North Nowra is stagnating economically compared to the Nowra CBD & the Worrigea area and the link road will allow manageable growth in residential development which will be impeded if the road does not proceed. I am incredulous that the link road was set back some five years at a cost of around \$1m directly in order to investigate two other routes that no one believed were worthwhile alternatives to the original (central) route. The very small group from the friends of Bomaderry creek & the Australian conservation foundation are focused solely on area of special interest without concern for the wider communities needs.

As a business owner, land owner & long term resident on North Nowra I strongly support the proposed link Rd & in particular the central option advocated by Council

Yours Sincerely

Peter Cronin

## Andrew Beattie - Online Submission from Brett Williams (support)

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85

**From:** Brett Williams <bwtraffictransport@gmail.com>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 17/03/2011 4:26 PM  
**Subject:** Online Submission from Brett Williams (support)  
**CC:** <assessments@planning.nsw.gov.au>  
**Attachments:** Submission - Brett Williams.pdf

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Please see attached letter

Name: Brett Williams

Address:  
4/38 Pleasant Avenue  
NORTH WOLLONGONG NSW 2500

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

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

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

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**Andrew Beattie**

P: 02 9228 6384  
E: [andrew.beattie@planning.nsw.gov.au](mailto:andrew.beattie@planning.nsw.gov.au)  
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Brett Williams  
4/38 Pleasant Avenue  
NORTH WOLLONGONG NSW 2500

Thursday, 17<sup>th</sup> March 2011

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

**Attention: Mr Andrew Beattie**

Dear Sir

**Part 3A Application Number 07\_0037: North Nowra Link Road – Letter supporting  
Option 1 (Central Route) Pitt Street to Narang Road**

I am writing to express my support for provision of Option 1 (Central Route) in the Part 3A Assessment of the North Nowra Link Road, and base my reasons upon the findings expressed in the Environmental Assessment as well as being a road-user who will be impacted (either positively or negatively) by the decision made in regards to this Major Project.

I have been a resident of the South Coast for my entire life, and for the past five years have been commuting daily between my home in Wollongong and my job in Nowra. Every morning I see the congestion associated with the intersection of Illaroo Road and the Princes Highway and the subsequent impacts on various other intersections along the Highway. With every year of increased growth, and with the significant seasonal fluctuations experienced in the Shoalhaven I notice how sensitive the existing road network is to the increasing volumes of traffic – the amount of time I have spent stuck in traffic in Bomaderry over the years has allowed me to ponder such things!

I can only sympathise with the residents of North Nowra who have to suffer this congestion on a much greater scale, as Illaroo Road is not afforded the same priority as the Princes Highway by virtue of the road hierarchy, and it is effectively the only road into and out of the area. It is obvious that a link road must be provided to allow vehicles with an origin or destination to the north to avoid the congestion point at the northern side of the Shoalhaven River bridges, which would subsequently relieve some of the traffic load at this location.

After reading the reports provided in the Environmental Assessment, what also becomes obvious is that the Central Route from Pitt Street to Narang Road is the best option at addressing all criteria assessed. Appendix E (the North Nowra to Bomaderry – Link Road Options Study) comprehensively shows that Option 1 is the best performing route in all four areas of the study, being Paramics Modelling, Road Safety, Economics Appraisal and Noise Assessment. Whilst in most cases the effectiveness of Option 1 can only be seen at full potential when provided in conjunction with complimentary works such as the Moss Vale Road to Illaroo Road link, or the River Crossing Relief improvements to the Princes Highway

in particular, this should make the case to provide Option 1 stronger as these improvements must be seen as mandatory infrastructure to accommodate the projected growth that is to be realised in the Nowra-Bomaderry area.

The Aboriginal Archaeological Assessment is also significant to consider as it states that Option 1 presents a “low overall impact on significant Aboriginal archaeological and cultural features,” whereas Options 2 & 3 present moderate and significant impacts respectively.

The Biodiversity Assessment states that whilst Option 3 “provides the best biodiversity outcome of all options available... the environmental impacts associated with each of these (three) routes are considered negligible given the range of mitigation measures that can be implemented.” In addition, when considering the vegetation removal that is required to provide the road corridor for each of the Link Road options, the Central Route is once again shown to be the best option. As this option is designed to follow a permanently-cleared maintenance trail, only minor clearing is required. The route of Option 2 is through existing native bushland, and Option 3 requires substantial clearing of bushland along the southern side of the existing West Cambewarra Road in order to accommodate the new Link Road and all associated buffers. Council’s offer to dedicate 50 hectares of land to the National Parks and Wildlife Service in lieu of the removal of 1.6 hectares of native bushland for Option 1 is also a significant offset.

Whilst I can appreciate the community angst associated with any potential impacts on environmentally sensitive areas, it appears that these views are based on a lack of information and misguided sentiments. To ensure that no environmental impacts are realised, then the only valid option is the “Do Nothing” scenario, however this does not address the considerable traffic issues seen on Illaroo Road. The Environmental Assessment reports that Option 1 can effectively address the traffic issues, and can be provided with negligible impacts to the environment (provided that appropriate mitigation measures are made). It should also be noted that infrastructure exists at the Princes Highway end of the proposed road (Narang Road / West Birriley Street 2-lane roundabout) to ensure that almost seamless integration with the Highway can occur with little disruption to the existing Highway traffic during any construction period. Furthermore modelling has shown that this location is the best intersection to accommodate the redistribution of traffic from Illaroo Road into the Bomaderry road network, with little disruption to the Highway and to existing local roads.

Also in the favour of Option 1 is that it has the least impact on residents in terms of noise and air pollution, and has the best performance in regards to Vehicle Kilometres Travelled. As awareness of the impacts of vehicle emissions, not to mention the increasing running costs, it is in the best interests of the community at large to ensure that infrastructure is provided that achieves the best outcome in regards with Environmentally Sustainable Development. Another point to consider is the potential for Option 1 to add value to the existing infrastructure associated with the Bomaderry Creek Reserve due to its close proximity to the road alignment. This existing site currently suffers from vandalism and antisocial behaviour due to its remote location, however with a significant project such as this it offers the opportunity to revitalise the area to make it more desirable for people to visit, not to mention the passive surveillance a new well-utilised road will provide to the area.

Option 3 however does little to meet any of the criteria addressed in the Assessment. It requires substantial vegetation clearance, a longer-spanning bridge which would impact on the 1-in-100 year flood level of existing properties, it will impact significantly on areas

Indigenous significance, and will have detrimental impact on the intersection of the Princes Highway / Cambewarra Road / Moss Vale Road which would result in further delays to the Princes Highway southbound traffic before it even enters the Bomaderry Urban area every weekday morning. The bottom line however is that Option 3 will not reduce traffic substantially enough on Illaroo Road to have any benefits. The Economics Appraisal shows that the Benefit Cost Ratio of this option is negative. If the Major Project Assessment approves this as the preferred option for the North Nowra Link Road, why would Shoalhaven City Council invest money into a project that will have no positive returns? This is a critical question to consider, as approval of this option is most likely to result in Council abandoning the North Nowra Link Road project entirely.

In regards with Option 2, the Environmental Assessment shows that this would be an adequate option when addressing all criteria, however it will require a new intersection with traffic signals to be provided, which will have greater impacts on the Princes Highway. Furthermore this option is less desirable due to its greater noise impacts on existing residences in North Nowra, as well as connecting directly into the Bomaderry road network at West Bunberra Street which would increase traffic volumes through existing local streets.

To sum up, I believe that it is vital that a Link Road is provided for North Nowra to alleviate the existing congestion experienced on Illaroo Road. When considering the South Coast Regional Strategy's directive for 26,300 additional dwellings to be provided in the Shoalhaven between 2006-2031, it is essential for additional road infrastructure to be provided for the North Nowra area to accommodate future urban release areas identified in the Nowra Bomaderry Structure Plan, which has been signed off by the State Government. Option 1 provides the best performance when looking at all criteria addressed in the Environmental Assessment, and would be a very valuable asset with wide-ranging improvements to the North Nowra and Bomaderry areas. The Environmental Assessment shows that Option 3 however is not a viable project, and does not achieve the criteria that the provision of a North Nowra Link Road should address.

Regards,

Brett Williams

**Andrew Beattie - Bomaderry Creek Bushland Road Options and Urban Development**

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**From:** susangriffiths <susangriffiths@westnet.com.au>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 17/03/2011 4:57 PM  
**Subject:** Bomaderry Creek Bushland Road Options and Urban Development

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To Whom It May Concern:

Over the years my family and I have had many a pleasant bush walk through the Bomaderry Creek Bushland to think that a road is proposed through it by Council, is absolutely appalling!

I object to any of the 3 link road options that go through the middle of the bush and prefer the route that essentially skirts the edge of the bushland for the following reasons:

- \*Until there is another bridge built this is a short term fix for a long term problem

- \*There are 4 threatened plant species evident in the regional park. Bomaderry Zieria has not been found anywhere else except in this Bushland. For Council to say that only 2 plants will be affected sounds minimal but when it's 2/20 that is 10% of the entire species!

- \*There are 3 threatened animal species in the bushland

- \*Any fragmentation of this small isolated gem of a native bushland will cause isolation and confinement in smaller sized habitats. There is no net benefit to the environment in Council's trade off deal, especially when the trade involves destroying bushland, threatening species habitats and destroying some of the threatened plants

- \*AECOM Traffic Study and the Environmental Assessment Report for a link road contains enough evidence that West Cambewarra Road will function effectively as the link road

- \*Costing for the various options is flawed as full costing for access to facilities, services and businesses (eg Regional Park, tennis courts, 10-pin bowling, church, gymnasium, etc) with the Narang Road option has not been submitted.

- \*A West Cambewarra Road link will provide better movement between North Nowra and Bomaderry than a Pitt/narang link. This would also allow for more efficient traffic options for trips north on the highway or west to Kangaroo Valley and the Southern Highlands.

For whatever reason, I feel that Shoalhaven Council has not honestly examined the other viable options for a link road. There is a viable option on the edge of the bushland and that is the only option I feel which can be justified once all of the issues have been accurately considered.

Sincerely,  
Susan Griffiths  
108 Headland Drive  
GERROA NSW 2534

42340383

**Andrew Beattie - Online Submission from Susan Griffiths (object)**

---

**From:** Susan Griffiths <susangriffiths@westnet.com.au>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 17/03/2011 5:00 PM  
**Subject:** Online Submission from Susan Griffiths (object)  
**CC:** <assessments@planning.nsw.gov.au>

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86

o Whom It May Concern:

Over the years my family and I have had many a pleasant bush walk through the Bomaderry Creek Bushland to think that a road is proposed through it by Council, is absolutely appalling!

I object to any of the 3 link road options that go through the middle of the bush and prefer the route that essentially skirts the edge of the bushland for the following reasons:

\*Until there is another bridge built this is a short term fix for a long term problem

\*There are 4 threatened plant species evident in the regional park. Bomaderry Zieria has not been found anywhere else except in this Bushland. For Council to say that only 2 plants will be affected sounds minimal but when it's 2/20 that is 10% of the entire species!

\*There are 3 threatened animal species in the bushland

\*Any fragmentation of this small isolated gem of a native bushland will cause isolation and confinement in smaller sized habitats. There is no net benefit to the environment in Council's trade off deal, especially when the trade involves destroying bushland, threatening species habitats and destroying some of the threatened plants

\*AECOM Traffic Study and the Environmental Assessment Report for a link road contains enough evidence that West Cambewarra Road will function effectively as the link road

\*Costing for the various options is flawed as full costing for access to facilities, services and businesses (eg Regional Park, tennis courts, 10-pin bowling, church, gymnasium, etc) with the Narang Road option has not been submitted.

\*A West Cambewarra Road link will provide better movement between North Nowra and Bomaderry than a Pitt/narang link. This would also allow for more efficient traffic options for trips north on the highway or west to Kangaroo Valley and the Southern Highlands.

For whatever reason, I feel that Shoalhaven Council has not honestly examined the other viable options for a link road. There is a viable option on the edge of the bushland and that is the only option I feel which can be justified once all of the issues have been accurately considered.

Name: Susan Griffiths

Address:  
108 Headland Drive  
GERROA 2534

IP Address: 124-168-9-115.dyn.iinet.net.au - 124.168.9.115

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

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

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**Andrew Beattie**

P: 02 9228 6384

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

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**Andrew Beattie - Online Submission from Mark Landstra of Personal (object)**

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(87)

**From:** Mark Landstra <mlandstra@nalco.com>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 17/03/2011 6:44 PM  
**Subject:** Online Submission from Mark Landstra of Personal (object)  
**CC:** <assessments@planning.nsw.gov.au>

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Please do not proceed with a North Nowra link road.

1. We do not need a link road & the money is much better spent on improving public transport & bike paths. In a small town this makes very good sense.

2. The wildlife & ecosystems in Bomaderry creek deserve to be protected. They are a precious environment that only gets 1 chance of survival. The council's preferred option of putting a bridge across the middle of this area is ludicrous. This is a waste of rate payers money.

Please intervene & allow common sense to prevail.

Name: Mark Landstra  
Organisation: Personal

Address:  
30 Yurunga Drive North Nowra, 2541

IP Address: - 206.197.59.8

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

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

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**Andrew Beattie**

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E: [andrew.beattie@planning.nsw.gov.au](mailto:andrew.beattie@planning.nsw.gov.au)  
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## Andrew Beattie - Online Submission from Joanna Landstra (object)

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88

**From:** Joanna Landstra <jojolandstra@yahoo.com.au>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 17/03/2011 6:48 PM  
**Subject:** Online Submission from Joanna Landstra (object)  
**CC:** <assessments@planning.nsw.gov.au>

---

I am not in favour of a link road in North Nowra at all if it gives the green light for significantly more development in the area.

Name: Joanna Landstra

Address:  
30 Yurunga Dr North Nowra

IP Address: - 206.197.59.8

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

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**Andrew Beattie**

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## Andrew Beattie - Online Submission from Rosemary Wade (object)

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**From:** Rosemary Wade <trwade@optusnet.com.au>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 17/03/2011 9:08 PM  
**Subject:** Online Submission from Rosemary Wade (object)  
**CC:** <assessments@planning.nsw.gov.au>

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89

I object to the proposed Link Road through the Bomaderry Creek Regional Park for the reasons set out in the following attachment.

Name: Rosemary Wade

Address:

16 Chittick Avenue, North Nowra, NSW 2541

IP Address: d220-237-250-117.dsl.nsw.optusnet.com.au - 220.237.250.117

Submission for Job: #134 Concept Plan Application

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Site: #121 North Nowra Link Road

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-----  
**Andrew Beattie**

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E: [andrew.beattie@planning.nsw.gov.au](mailto:andrew.beattie@planning.nsw.gov.au)  
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I wish to lodge my deep opposition to the project to build a link road for North Nowra through the Bomaderry Creek Regional Park for the following reasons:

1. The area is frequently and regularly used by bushwalkers, people enjoying the picnic facilities through Nerang Road, families riding bicycles, runners and school children looking at the Bomaderry Creek for geological study and for some anthropological studies into Aboriginal habitation in the area. The loss of such an amenity, consequent upon the inevitable development surrounding the road, would seriously diminish the quality of life for North Nowra residents and residents from a wider area.
2. The ongoing use and the work necessary to build and maintain proposed Link Road through the Bomaderry Creek Regional Park would, undoubtedly, further endanger the already threatened and vulnerable flora and fauna species listed in the proposal and the preliminary investigations. This is especially the case with the Shoalhaven City Council's preferred (Narang Road) option which effectively cuts vital habitat in two and would necessitate building a large bridge over what is arguably, one of the most ecologically sensitive and archeologically important areas in the Park.
3. The noted possible environmental detriments include the diminution of already threatened habitat for yellow-bellied gliders, the rare Bomaderry ziera and the very rare Albatross Mallee.
4. A Link Road will not fix the real problem of the major bottleneck caused by the traffic congestion at the approaches to the Shoalhaven River Bridge, the turn into Bridge Road and at the other intersections along the Princes Highway through to South Nowra and beyond. It does not address the traffic blockages caused by cars and buses stopping at Illaroo Road Public School. At best, the provision of a Link Road without a second bridge across the Shoalhaven River is a very short term solution.
5. Furthermore, a Link Road with the express aim of increasing access for 'development and growth' in the area is illogical. It is not possible to increase the flow of traffic by increasing traffic: it is not possible to make Illaroo Road flow better by increasing the numbers of cars having access to it.
6. It is understood that the Shoalhaven City Council has about \$10 million dollars set aside for the Link Road project and that more money will be required to complete it. This is a high cost for what is a short term solution; and would obviously come at the expense of other projects which may have greater benefits to the wider community.
7. If a Link Road is deemed absolutely necessary the Northern Option, along the current West Cambewarra Road, makes much more sense as it will not bisect vital habitat, will avoid the particularly sensitive area around the gorge at Narang Road, and will provide better access to Bomaderry, Cambewarra

and Berry. In addition, the proposed buffer zone to the south of West Cambewarra Road will alleviate concerns about the degradation of the amenity afforded to the residents of that road, whilst having a much lesser impact on the flora and fauna.

8. Finally, despite its previous history as being an official and an unofficial dumping ground, the Bomaderry Creek Regional Park is a precious resource that, if preserved and managed correctly, will continue to prove to be a rare natural gem in an increasingly urbanised area. The long term benefits of preserving the area far outweigh the short term benefits that may be achieved by the building of Link Road.
9. Its natural beauty is one of the Shoalhaven's 'selling points' for tourists and other visitors. The destruction of that natural beauty would be a poor investment in the area's tourism future.

**Andrew Beattie - Online Submission from Timothy Wade (object)**

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90

**From:** Timothy Wade <trwade@optusnet.com.au>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 17/03/2011 9:21 PM  
**Subject:** Online Submission from Timothy Wade (object)  
**CC:** <assessments@planning.nsw.gov.au>

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I oppose the project to build a Link road for the following reasons:

1. Despite the best will in the world; the ongoing use and the work necessary to build and maintain proposed Link Road through the Bomaderry Creek Regional Park will, undoubtedly, further endanger the already threatened and vulnerable flora and fauna species listed in the proposal and the preliminary investigations. This is especially the case with the Shoalhaven City Council's preferred (Narang Road) option which effectively cuts the vital habitat in two and would necessitate building a large bridge over what is arguably, one of the most ecologically sensitive and archeologically important areas in the Park.
2. A Link road may relieve some of the traffic along parts of Illaroo Road but it won't fix the real problem of the major bottleneck caused by the traffic congestion at the approaches to the Shoalhaven River Bridge, the turn into Bridge Road and at the other intersections along the Princes Highway through to South Nowra and beyond. It does not address the traffic blockages caused by cars and buses stopping at Illaroo Road Public School. At best, the provision of a Link Road without a second bridge across the Shoalhaven River is a very short term solution.
3. It is understood that the SCC has about \$10 million dollars set aside for the Link Road project and that more money will be required to complete it. This is a high cost for what is believed to be a short term solution; and would obviously come at the expense of having to delay other projects which may have greater benefits to the wider community.
4. If a Link road is deemed absolutely necessary ? the Northern Option makes much more sense as it will not cut the vital habitat in half, will avoid the particularly sensitive area around the gorge at Narang Road; and will provide better access to Bomaderry, Cambewarra and Berry. In addition, the proposed buffer zone to the south of West Cambewarra Road will alleviate concerns about the degradation of the amenities afforded to the residents of that road, whilst having a much lesser impact on the flora and fauna.
5. Finally, despite its previous history as being an official and an unofficial dumping ground, the Bomaderry Creek Regional Park is a precious resource that, if preserved and managed correctly, will continue to prove to be a rare natural gem in an increasingly urbanised area. The long term benefits of preserving the area far outweigh the short term benefits that may be achieved by the building of Link Road.

Name: Timothy Wade

Address:  
16 Chittick Avenue  
NORTH NOWRA NSW 2541

IP Address: d220-237-250-117.dsl.nsw.optusnet.com.au - 220.237.250.117

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

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

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**Andrew Beattie**

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**Andrew Beattie - Online Submission from Star-Jade Reed of NA (support)**

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(91)

**From:** Star-Jade Reed <star.laverty@gmail.com>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 17/03/2011 9:24 PM  
**Subject:** Online Submission from Star-Jade Reed of NA (support)  
**CC:** <assessments@planning.nsw.gov.au>

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The link road was needed years ago; Illaroo Rd is now a death trap for anyone trying to enter their residence near the highway end. Will someone's life need to be taken before anything is done? Not to mention, the fumes from the excess traffic, coats everything on the residential properties in a disgusting mucky residue. I vote for the central option.

Name: Star-Jade Reed  
Organisation: NA

Address:  
65 Appenine Rd, Yerrinbool, NSW, 2575.

IP Address: 60-242-211-236.static.tpgi.com.au - 60.242.211.236

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

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

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**Andrew Beattie**

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**Andrew Beattie - Online Submission from Nancy Marriott (support)**

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(92)

**From:** Nancy Marriott <rjmarriott@bigpond.com>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 18/03/2011 8:59 AM  
**Subject:** Online Submission from Nancy Marriott (support)  
**CC:** <assessments@planning.nsw.gov.au>

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I am a resident of the North Nowra area living at Tapitallee. I am making a submission in support of the proposed North Nowra Link Road and support the Pitt Street ? Nerang Road Option.

I believe that this link road is needed to alleviate the traffic congestion on Illaroo Road at peak traffic times during the day and to provide a second access route to the Princes Highway. I have walked the preferred route with other community members and had the environmental issues pointed out to me. This did not convince me that the preferred route was not suitable and I still support the Pitt Street ? Nerang Road Option.

I do not prefer the West Cambewarra Road Option and feel that if this was the chosen route I would most likely only use that route if I was travelling North.

Name: Nancy Marriott

Address:  
2 Merinda Way  
Tapitallee NSW 2540

IP Address: cpe-60-229-7-22.lns3.ken.bigpond.net.au - 60.229.7.22

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

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

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**Andrew Beattie**

P: 02 9228 6384  
E: andrew.beattie@planning.nsw.gov.au  
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**Andrew Beattie - Online Submission from jennifer gai woods of nil (other)**

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93

**From:** jennifer gai woods <jennywoods@shoalhaven.net/au>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 17/03/2011 3:22 PM  
**Subject:** Online Submission from jennifer gai woods of nil (other)  
**CC:** <assessments@planning.nsw.gov.au>

---

I live in North Nowra, work in the CBD and frequently drive along Illaroo Rd. I also enjoy walking in the Bomaderry Creek Reserve.

I support Option 3 (West Camberwarra Rd option) as this caused the least disruption to the bush reserve, crosses the gorge at a shallower point and passes essentially through land which is already residential and farming land. The highest quality bushland is definitely in the Narang Road section and I would oppose putting the link road through here.

Name: jennifer gai woods  
Organisation: nil

Address:  
18 daley cres  
PO box 3016  
North Nowra

IP Address: ppp121-44-237-224.ins20.syd7.internode.on.net - 121.44.237.224

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

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

-----  
**Andrew Beattie**

P: 02 9228 6384  
E: [andrew.beattie@planning.nsw.gov.au](mailto:andrew.beattie@planning.nsw.gov.au)  
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**Andrew Beattie - Online Submission from Alan Lawrence (object)**

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**From:** Alan Lawrence <alanandliz@shoal.net.au>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 17/03/2011 3:35 PM  
**Subject:** Online Submission from Alan Lawrence (object)  
**CC:** <assessments@planning.nsw.gov.au>

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(94)

I would like to state that I support the Northern Option - West Cambewarra (parallel) Road Route. I would make much use of this road. I do not support the Central, or the Southern Routes.

Bomaderry Creek Bushland provides a much needed (and rare in this area) amenity and resource for many people. On a personal level I have enjoyed the aesthetic and spiritual qualities of this bushland for over fifteen years.

The Central, and Southern Road Options would significantly damage the above qualities, but more important will significantly damage the the resident flora and fauna beyond repair. Both the Central and Southern Options will divide the bushland in two. This fragmentation will severely affect the rare and critically endangered species contained therein. With a contraction of habitat by forcing a road corridor through the middle the populations will not be able to sustain themselves. The Northern Option will not impact on the bushland to any significant extent.

Many species will be unable to sustain their populations. In a number of cases the bridges on the Central and Southern Options will either obliterate, overshadow, or be too close to such species of flora and fauna. In one case the world population of plant occurs only in this bushland. Namely the Bomaderry Zieria, which has a colony too close to the Central Option Route. This plant has sterile pollen and is only able to reproduce through an underground root system. This means it would not be able to "jump" the road.

I will not clutter this communication with more of the specific species, the Environmental Assessment Report does a good job of recording the unique, rare and threatened animal and plant species to be found in the area under question.

Once again in the area of the Central Option bridge there are significant Aboriginal sites. One on the river bank immediately below proposed bridge, and another just above, by the proposed road.

As some one with Civil Engineering qualifications and previous experience as a Site Engineer I do not believe that the Central, or Southern routes will significantly aid traffic flow (and reduce driving time) southbound on the Highway at Nowra Bridge and adjacent junctions. Also I do not believe that these two (large bridge) routes are less expensive than the Northern route.

I do believe that the Northern Option will be less expensive, and can support a higher speed limit and allow a more diverse exit northbound reducing pressure on junctions by filtering traffic gradually, that is by, say Kangaroo Valley traffic dispersing onto Moss Vale road before reaching (MacDonald's) roundabout on the Highway for example.

Bomaderry Creek Bushland is a gem and a real bonus to the area, it must be kept intact.

Please note I shall also be opposing the Shoalhaven Councils "land swap deal" with the NSW Government.

Alan Lawrence.

Name: Alan Lawrence

Address:  
10 Sabal Close,  
Berry  
NSW 2535

IP Address: - 220.157.94.236

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

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

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**Andrew Beattie**

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

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**Andrew Beattie - LINK ROAD NORTH NOWRA APPROVAL CHOICE.**

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95

**From:** "pamela hatcher" <mela73@snoopashoal.com>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 17/03/2011 5:20 PM  
**Subject:** LINK ROAD NORTH NOWRA APPROVAL CHOICE.

---

MY CHOICE FOR THE LINK ROAD IS OPTION 1 CENTRAL OPTION.

My reasons are as follows

less noise mitigation work required for option 1

This also follows an existing cleared service corridor whereas virgin bushland would have to be destroyed for almost the entire length of the option 3 route

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

The existing exit at Nerang Rd /Princess Highway roundabout is ready made for the Option 1 eastern exit and should see little or no disruption to highway traffic during the construction phase compared to other options

Pamela Hatcher 31 West Cambewarra Rd NORTH NOWRA  
A CONCERNED RESIDENT

## Andrew Beattie - North Nowra Link Road

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96

**From:** Jennifer Himmelreich <himmelreichj56@yahoo.com.au>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 17/03/2011 6:30 PM  
**Subject:** North Nowra Link Road

---

To Whom it May Concern

We do not need a link road which will destroy native bushland, destroy already threatened species and cut our Bomaderry Regional Park in two.

If a link road must be built then the Northern option adjacent to West Cambewarra Rd. is the least destructive option of the three.

North Nowra residents, that whichever option is eventually chosen will still suffer the same congestion issues until another bridge is built over the river. We need people to venture out more often by bicycle or foot to the centre/workplace.

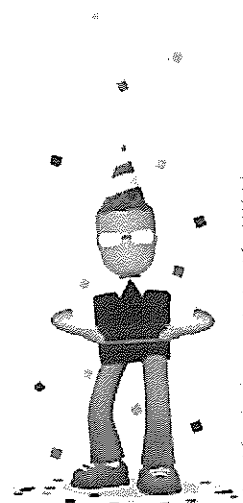
Council should think about building light rail to link North Nowra, Bomaderry to Nowra.

The Shoalhaven is a tourist destination and by destroying our bushland with threatened species will threatens our tourist industry.

Please look after our environment

Kind regards

Jennifer Himmelreich



**Andrew Beattie - Bomaderry Creek**

---

**From:** Geoff Lockhart <geoff.lkht@gmail.com>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 17/03/2011 9:14 PM  
**Subject:** Bomaderry Creek

---

(97)

Hello,

As new residents in the Bomaderry area and regular users of the Bomaderry Creek walking trail my wife Kate and I would like to express our displeasure after hearing that there has been discussion about constructing a bi-pass road to North Nowra straight through the middle of the Bomaderry Creek reserve.

Kate and I use the trails to walk, run, ride bikes, photograph, and just to 'get away from everything else' when we feel the need. The creek trail network is a fantastic area to exercise and explore because it is a peaceful, natural setting, which is so important in an area such as Bomaderry/Nowra. Bomaderry Creek reserve allows people the opportunity to quickly divert into a natural gem within an urban landscape; a place to escape, to exercise, to relax and connect with nature. To construct a road right through the middle of such a peaceful landscape would be tragic for those that appreciate such areas, not to mention the wildlife that are unique to the creek gorge location.

We have heard and read that there are three options for location of a future road. While we strongly oppose a road in the reserve at all we do understand the traffic issues accumulating at the Nowra bridge and totally agree that something needs to be done about this.

We cannot understand why a road would be located in the centre of the reserve as per the central and southern options, and if anything were to happen in the reserve we feel the only option that would have a low impact on the history, serenity, and uniqueness of the reserve would be the northern option along the alignment of West Cambewarra Road.

If another (4th) option were available further to the north of the reserve we could understand it's limited impact on the reserve and the residents of West Cambewarra Road but the two southern options surely are out of the question!

Do we really want to destroy the limited natural resources we have preserved for so long? These areas are precious and should be preserved, not destroyed!

Geoff & Kate Lockhart  
13/33 Lynburn Avenue,  
Bomaderry, 2541  
44225018

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

---

**From:** "Ninu Sethi" <ninu@gotalk.net.au>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 18/03/2011 1:35 AM  
**Subject:** Re: North Nowra Link Road Concept Plan Application No. 07\_0037.  
**CC:** "Tim Ritchie" <tim.ritchie@y7mail.com>, "Terry Barratt" <terrybar@sctelco.net.au>, "Cheryl" <isoncheryl@yahoo.com.au>  
**Attachments:** bc.doc

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98

Please find attached my response to the North Nowra Links Road concept plan

Ninu Sethi

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

My family and I have been residents of the West Cambewarra (Browns Mountain Road) and North Nowra for the past 17 years. For the past 5 years I have lived in Warren Avenue on the outskirts of the Bomaderry creek bushland. We have had extensive experience of the area's natural and recreational value. As residents of the region, vehicular access to work places, schools, shops, sporting venues and other amenities has also been central to our experience of the region.

I have a number of **objections** to the council's preferred link road option of **Pitt St/ Narrang road** through the Bomaderry bushland.

- It cuts the park in half and the resultant impact of this on the natural fauna and flora as well as the people who use the park for recreational value is untold.
- Particularly at risk would be four threatened plant species and three threatened animal species including a plant Bomaderry Zieria found nowhere else **except in this bushland**. It is listed on the Threatened Species Conservation Act and the Environmental Protection and Biodiversity Act.
- The Environmental Assessment Report displayed for comment is flawed as it fails to comply with the Director Generals Requirements for threatened species assessment in that the surveying of a number of species is incomplete (e.g. Giant brown frog, spotted tailed quoll, grey-headed flying fox and eastern pygmy possum). Some species have not even been the subject of targeted surveys (the Broad-headed snake and Brittle Midge Orchid) (Terry Barrett – Bomaderry Creek Landcare).
- The council's offer to trade 50 hectares to the government to be added to the regional park in order to gain the right to construct the link road is also flawed; building the link road will result in dividing the park land anyway and destroy threatened species habitats and some threatened plants. Most of the land being offered is too rugged to be developed and is the most weed infected area of the bushland. It also has many tracks in it that need repair and constant maintenance which the council currently neglects in allocating resources to.
- The Link road will **not** reduce travel time or traffic congestion to Nowra this has been calculated clearly by spokesperson and traffic consultant for the Friends of Bomaderry Creek, Robyn Moyes.
- As a local resident I know I would definitely **not** use the link road to go south that would be energy and time inefficient. I like many other residents believe that the congestion on Illaroo road could be alleviated by addressing issues around Illaroo Road Public school such as building a pedestrian access bridge and stopping cars and buses from stopping on Illaroo road (it's done in many other places to reduce congestion). Also many of us recognise that the traffic congestion is for a brief period of time only and take the time to value our environment and not "stress" and allocate sufficient time to travel.
- The Link road will not alleviate traffic on the Bridge either, we need a new bridge! In the mean time a dedicated turning lane for vehicles turning left – onto the highway is very achievable as is controlling the flow of traffic onto the bridge at peak times

Residents of the region have always recognised that the **West Cambewarra road option is the most sensible option on a number of levels including**

- Better distribution of some of the traffic, specifically improved access to Berry, Shoalhaven Heads, the Southern Highlands and, in particular, Bomaderry than the Narrang Road option. 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 because of this.
- Least impact to the environment and threatened plants and animals, particularly if the road is set back partially (approx 50 metres) into the bushland opposite the 19 residences on this road. This would avoid the destruction of the Black She-oaks which the Black Cockatoos feed on.
- Least impact on existing residents and cultural sensitivity. The sub arterial parallel road would result in the residents of West Cambewarra Rd having more privacy and less impact from the road and it would be more culturally sensitive as the route impacts less on aboriginal archaeological values, contrary to the report which incorrectly maps the route for the West Cambewarra Rd option. (Barrett)
- Most economically viable particularly if the road is set back 50 metres – independent engineers have established this.

I am astounded by the council's insistence on pursuing the Pitt St / Narrang Rd option. I am concerned by the motives of those who promote the outcomes of inadequate and flawed reports and ignore local consultations and groups who are dedicated to working towards finding a win/win solution. A West Cambewarra Road Link remains as a viable link on the edge of the Bushland. The Shoalhaven is a unique region and every effort should be made to maintain its ecological diversity. Residents are seeking quality amenities and areas for recreation along with access to the region and beyond via routes that are sensible and sensitive.

Ninu Sethi  
121 Warren Avenue  
North Nowra 2541

## Andrew Beattie - NORTH NOWRA LINK ROAD

---

**From:** "Comfort Shoes" <comfortshu@shoal.net.au>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 18/03/2011 10:46 AM  
**Subject:** NORTH NOWRA LINK ROAD

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99

My name is Robert Bruderlin of 186 Hockeys In Cambewarra  
North nowra link rd  
MP07-0037

I strongly support the Pitt St -Narang rd option

The reasons being the most sensible access for the whole of Nt Nowra(the biggest users)

2/ less disturbing for the residents of West Cambewarra rd.

3/ If the road went though West Cambewarra rd all the traffic from Nt Nowra would have to travel nth along Illaroo rd to the link rd then most would then travel Sth.to go into Nowra.

4/ west cambewarra route would put a lot of extra traffic onto MossVale Rd.intersection

5/ The Narang rd roundabout is already set up and it would be much easier to go Nth or Sth from this point.

6/ All the environmental issues can be address with modern road construction.

I hope we can come to sensible decision on this matter that has stalled Nowra's growth for over 20 yrs.

Please make your preferred option the one that goes ahead.

Kind regards

Rob Bruderlin

(w)44212244

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**Andrew Beattie - link road**

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**From:** "sydney tonkin" <sydney71@snoopashoal.com>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 18/03/2011 11:33 AM  
**Subject:** link road  
**Attachments:** Shortcut to link road.lnk

---

100

I think that the Pitt Street to Nerang Rd is the best option see attachment.  
S.R.Tonkin

Chris W

101

D C Aldrick  
391 Koloona Drive  
Watersleigh NSW 2541

16 March 2011

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

RECEIVED

17 MAR 2011

Director-General

Dear Mr Beattie

**North Nowra Link Road - Part 3A Application Number 07-0037**

I am writing in response to the advertised project proposal in support of the long overdue link road.

I could say that I support option 1 because its obvious, but you probably need to have my feelings on the road and the effects to the community.

Council assessed the link road decades ago and determined an approval which apparently overlooked some ecology detail. The new assessment made by EcoLogical Australia is comprehensive, and the JBA Planners report concentrates heavily on the ecology assessment and arrives at the No.1 option as the preferred route. History is repeated.

I also noted that the Aboriginal archaeology report well favours the central route. The European Heritage supports better utility of the conservation artefacts demonstrating Bomaderry's historic water supply that presently cannot be accessed by persons like me with mobility disabilities – as is the park that I find has toilets and picnic shelters – inaccessible or inconvenient that can be improved.

The traffic study while complex, leads to the central route option as being the best by far. The noise impact to residents is greater using West Cambewarra Road and Falcon Street. The flooding history and predictions work against developing West Cambewarra Road in a neighbourhood where children can still play in the street with safety.

The greatest removal of bushland and effects to the native fauna is West Cambewarra Road and the Falcon Crescent options. Governments need to think hard about taking away habitat for protected fauna as well as the places regular critters that live there. This leads to the central route again.

On the basis of the above – the central route option is the obvious. On top of that, Council adds 60% to the National Parks of land either side of Bomaderry Creek for almost its whole length in the undeveloped subject area.

Please consider the safety of the local children in making your approval for the link road and alleviate as much traffic from Illaroo Road as you can which will help the traffic congestion that so many here have to suffer.

Yours faithfully

(Mrs) D C Aldrick

*D C Aldrick*

CHMS 5 W

(102)

Vera French  
391 Koloona Drive  
Watersleigh 2540

16 March 2011

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

RECEIVED

17 MAR 2011

Director-General

Attention: Mr Andrew Beattie

Dear Sir

Reference 07\_0037: North Nowra Link Road

**Letter of Support for  
Option 1 Pitt Street to Narang Road**

I am a resident living west of North Nowra and Illaroo Road is the only feasible route for travelling from my home to Nowra. Koloona Drive intersects with Illaroo Road about 3 kilometres west of its intersection with West Cambewarra Road.

I support the building of the Central Route for the new road.

The Central Route will be far safer for the school children than Illaroo Road and help those that travel out of North Nowra heading north to Bomaderry, Berry and beyond to get out of the area without using Illaroo Road, or having to travel so far backwards and go through Cambewarra.

But why the Central Route over the other two options?:

- 1 The services corridor exists there already
- 2 There is a huge cleared area there where the other routes involve removing greater areas of bushland valuable to absorbing the pollution that will be increased as the area develops and more people use this transport link. Even if in the future we are using electric or hydrogen powered vehicles there is still a level of pollution which is best balanced with the larger quantity of bushland
- 3 I understand that your department can make it a condition that the Council has to rehabilitate the big area of land on the Central Route if it approves it. You could hardly ask Council to do that if you approve another route.
- 4 It would be unfair to the residents of West Cambewarra Road to use the northern route for the link road. They bought their properties not thinking that a road would ever be built there to cater for large volumes of traffic. And I note, the future Nowra by-pass road corridor effectively duplicates what this route would provide. So it is not sensible to build the road here while a new road will effectively connect the intersection of West Cambewarra Road with Moss Vale Road. I also add that the creek at the end of the existing road floods; a major bridge there would be required – and who pays?

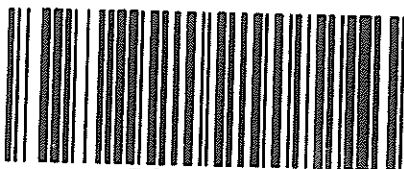
- 5 The Council only offers the 50 hectares of the Bomaderry Creek bushland in the balance for environmental land lost, the other options only result in lesser amounts of the bushland that holds the creek and the serene walking trail.
- 6 There is an opportunity now to get the Council to contribute to upgrading the access to the picnic area east of the Creek which is currently reached from Nerang Road.
- 7 The best protection for the environment is for the National Parks & Wildlife to receive the bushland either side of the creek, and with the road built on the central route it will allow better protection of the sensitive plants by cars frequently passing by and dissuading vandals, particularly if the cars cannot stop in the sensitive area (except for breakdowns of course – which are on the decrease nowadays with vehicles being more reliable).
- 8 The middle route will allow better access for fire fighters to put out bushfires.
- 9 The construction of the link road will vastly improve ambulance and police access to the area. The ambulance station is positioned on the highway about 2km directly east of Illaroo Road / Pitt Street. It takes more than double that now to get to the same place, and uses a built up area. Lives are at greater risk while Illaroo Road is the best route to the area.
- 10 Finally, I respect the animals. They live presently with a low level of traffic and walkers using the maintenance trail for the services. They know there is a full length road already there and they live with that. There is permanent separation in the bushland already. It makes sense not to eradicate greater volumes of bushland where we can see habitat for a lot of wildlife. In regards the orchids, too much emphasis is placed on to little.

Please acknowledge that the correct balance for assessment can only be to use the Central Route.

Yours truly

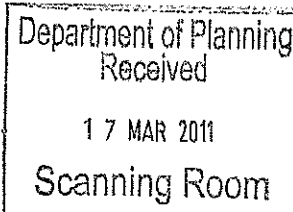
V French





PCU020690

NSW Department of Planning  
GPO Box 39,  
Sydney, NSW, 2000



Dear Sir

**RE: Bomaderry/North Nowra Link Road Concept Plan**

I am opposed to the stated preferred option as I do not believe enough weight has been given to the impacts that the proposed North Nowra link roads will have on the Bomaderry bushland.

1. The link road proposal fails to recognise or give enough weight to the economic and social values of natural bushland in urban areas. Public authorities have failed to recognise the value of the Bomaderry bushland to the Shoalhaven community. The bushland has the potential to become an important local tourism asset. Constructing a major road through the bushland will effectively destroy the scenic values of the area. Many people live in the Shoalhaven because of its natural landscape. Council should be working on urban design which protects and enhances the natural and landscape in urban settings.

2. In addition to the scenic values, the bushland, contains a significant number of threatened species, some of which occur nowhere else in the world (Bomaderry ziera). A road through any of these important natural communities sends a very poor message to the community about how public authorities value natural systems in our community. The Council should demonstrate its commitment to protecting Shoalhaven's special plants and animals. The current concept plan is not environmentally sustainable as there is no net environmental gain in the proposal. The proposal to transfer some of the Council managed land to National Parks does not represent an environmental gain as Council would not have been able to develop much of their land anyway (due to environmental values and the terrain).

3. Bomaderry bushland provides a place for residents of Bomaderry and North Nowra to escape the urban environment and enjoy the peace and quiet of a natural setting. Many local enjoy the bushland area and proposals to construct a road through the middle of the bushland will effectively destroy any enjoyment for the community.

4. There is an argument for a ring road in Nowra's northern suburbs considering the Bomaderry's Structure Plans proposed urban expansion in the Cambewarra area but this will not be helped with the Narang or southern link road options. It seems short sighted to base a traffic plan on expansion for only the North Nowra urban developments. If there is going to be a link (ring road) why has the West Cambewarra Road option been not been given more consideration? If the city is planning for the future, there should be a

northern ring road which crosses the northern sections of North Nowra, northern sections of Bomaderry and connect with the Bolong Road, east of the Manildra plant. This will relieve some of the congestion currently at the Bolong/Illaroo Road intersections with the Princes highway. With the future upgrade of the Princes Highway such a ring road would also help feed traffic on and off the Princes Highway in the northern sections of Nowra.

4. I am not convinced that any of the link road routes will improve traffic flow. All any of the current proposals do is transfer traffic from Illaroo Road to the Princes Highway. As a Berry resident, the proposal is just transferring congestion to the Princes Highway. If the Council is attempting to improve traffic flow because of the Bolong Road/Illarood Road intersection with the highway at the bridge, it seems far more effective to spend the \$14M on a reconfiguration of this intersection. Currently traffic is held up on all three feeder roads (Bolong, Princes Highway and Illaroo road) just north of the bridge because of the two sets of traffic lights on the north side and south bound traffic queuing on the bridge to get on to Bridge St. Two lanes operating well on the existing bridge should be able to cope with the current and future traffic flow. Council should work with the RTA to reconfigure the intersections on the north side of the bridge and Bridge St feeder south of the bridge.

Council has spent a lot of money in relentless pursuit of one option - the Narang Road option. If I recall recent history correctly, the Bomaderry Regional Park was created, against the Council's wishes to protect the bushland. One would think that the Shoalhaven City Council, have still not come to terms with this decision.

Yours sincerely,



Patricia Lawson  
37 Albert St  
Berry, 2535, NSW

date 15-3-11

CC: General Manager, Shoalhaven City Council  
Councilor Gareth Ward

6/69 Page Ave

Kth Nowra 2541

14th March 2011.

ATTENTION!

DIRECTOR, Infrastructure ProjectsName of application - North NOWRA LINK ROAD.  
No. = MPC7-0037.

Dear Sir !

I object to the proposal to Build a  
Link Road from Pitt St to Harans Road.I also object to the alternate Council option  
from Ollaroo Road to West Bunberra St.I have lived in the Shoalhaven for Over  
fifty years, Both in Nowra and Bomaderry,  
and for the last fifteen years at North Nowra.Needless to say, I have observed the growth  
and progress. I have also been exposed to the  
inconvenience caused by delays at the Ollaroo  
Road - Highway lights, mostly at school  
exit times and peak hours.For many years, I've used common sense  
and planned my journey times. Using less  
congested times and otherwise a less acknowledge

virtue. Patience! Never have hold ups been equal to those experienced in some parts of Sydney!

Having said all that! I am aware of the possibilities of Chaos and tragedy if fire or other emergency negated the exit at - "The Illawarra Rd Highway Lights. Has anyone ever thought of purchasing the house on the Northern Side of Illawarra Rd. and creating a left hand turn lane?? That property has been for sale a few times over recent years!!

Now, for confronting the Council Options. Can't the Council and the Government realise that ultimately, all traffic, requiring to travel South, will end up at the lights at the Illawarra Road - H'way Intersection.

The Bridge across the Shoalhaven is the CBSTACHE!

The proposed Council Options "1" and "2" only compound the issues!

We need a new Bridge across the Shoalhaven River. Other Options are short sighted "Band-aids"!!

May I now address Environmental Issues.  
For the last twenty five (25) years I've worked  
with Landcare Groups. Firstly Bomaderry  
Creek for twenty years and since 1996  
Makogan Creek Bushcare also. My  
present home adjoins Makogan Creek  
Reserve. When I came here in 1996 I  
enjoyed lying awake at night hearing the  
Bo-Bock Owls' Continuous Hooting.

That is NO MORE! They've been hit  
by cars! or Dead in my back Garden!  
I have enjoyed the Butcher Birds' Song  
and observed them breed and hop along  
my Verandah rail - NO MORE.  
I used to watch white faced Herons/Prance  
across my little lawn and breed in a  
hemlock tree - NO MORE!  
Greater HUMAN incursion into bushland  
means depletion of flora and bird  
habitats.

Our Makogan Creek Bushcare  
group numbers 3 people!! We walk, weed  
and try to maintain the natural status.  
No mean effort as Clematis laurel, Privet  
Lantana and fire weed invade our  
area as also Blackberry!

Once roads and people encroach on  
the Bonaderry Creek Bushland many  
rare species will be destroyed as their  
environment or habitat is threatened  
upon! To name a few the Grey headed  
flying fox, the Zieria and some species  
of orchids!

I walk on the ~~Shoalhaven~~ Rd. side of  
Bonaderry Creek Bushland at least twice  
a week. Its a beautiful place, which  
supports hundreds of native plants,  
birds, reptiles and animals. Please  
have some foresight and preserve this  
area for future generations and allow  
native flora & fauna to survive.

Please consider another bridge across  
the Shoalhaven - and soon  
changing the "Leek chains on the Titania"  
is very short sighted and won't  
sustain the people of North Nowra  
for very long!

Yours sincerely

Josephine Kelle

DIRECTOR, INFRASTRUCTURE PROJECTS  
MAJOR PROJECTS ASSESSMENT  
DEPT OF PLANNING  
GPO BOX 39, SYDNEY, NSW 2001

LLOYD & JOAN POULTON  
16 MOONDARA DRIVE  
BANGALEE, N.S.W. 2541  
AUSTRALIA  
TEL: (02) 4421 6883

105

12 MARCH 11

Dear Director,

NORTH NOWRA LINK ROAD - MP 07 - 0037

I support the above PROJECT

For the 22 ½ years we have lived at the above address there has been talk of the LINK ROAD and it is sorely needed. At present, if Northbound towards Sydney, we must go quite a distance in the wrong direction to the end of ILLAROO ROAD where it joins the Highway near the Bridge over the SMOALHAVEN RIVER, before turning Northwards. This point has also become a "choke-point" of congested traffic, as a result.

The WEST CAMBEWARRA RD. OPTION would be the very best, & obviously that was the plan when that road was built. Those who built houses along it must have been aware of this, & their objections should not be of any consequence therefore.

The PITT ST. - NARANG RD. OPTION is acceptable, if the planners are unable to face the W. CAMBEWARRA RD OPTION - which they should do.

But for Heavens Sake let us have some action here !!  
There have been Surveys, Computer Simulations, Meetings & God knows what over the years. We need DECISIVE ACTION NOW.

Yours faithfully,

*J Poulton*

LLOYD POULTON

J. Poulton

JOAN POULTON

12-3-11

Mr. G. GREINER

7 FUCHSIA CRESCENT

BOMADERRY

N.S.W 2541

(NORTH NOWRA LINK Rd. M 101-0037)

I OBJECT TO THE PITTS NARANG PROPOSED LINK Rd.

MY OBJECTIONS ARE

1. IT WILL SPLIT THE PARK
2. WILD LIFE WILL BE KILLED WHEN CROSSING.
3. ENDANGERED PLANTS KILLED OFF OR DIE FROM POLLUTION.
4. COST WILL BE GREATER.
5. NOISE AND POLLUTION WILL DRIFT DOWN THE GORGE  
SPOILING THE BEAUTY AND PEACE OF A PERFECT AREA.
6. IN TIME THE COUNCIL WILL SAY THE NORTH SIDE  
BETWEEN WEST CAMBEWARRA AND PITTS NARANG Rds  
IS UNDER USED AND WILL SELL IT OFF TO COVER LOST  
REVENUE.

WEST CAMBEWARRA Rd IS MY CHOICE

NO MATTER WHICH Rd IS USED THE BOTTLE NECK ON THE HWY. WAY.  
WILL BE MUCH WORSE. WITH THE MEGA TIPATOMERONG GOING  
AHEAD AND REND 92 NOW BEING TO BRIDWOOD TRUCK  
MOVEMENTS WILL BE MUCH GREATER.

NORTH NOWRA RESIDENTS WILL BE NO BETTER OFF BY USING.  
THE HWY WAY EXCEPT THOSE GOING NORTH OR WEST

G. Greiner

Ref- NORTH NOWRA LINK Rd.  
MP 07-0037

(107) A. K. POTTIS  
S. WASDALE PZ  
BOMADERRY  
2541  
13.3.2011

MAJOR PROJECTS ASSESSMENT

DEAR SIRs

I support the Shoalhaven City Council's preferred option of Pitt St - Narang Rd,  
Bomaderry.

It is the most practical of any options, and the opposition of a minority group to keep delaying the construction of the road, is against the majority opinion.

Why can't the Planning Dept, make a decision, and avoid further expense to the general rate-payers, and be aware of the delaying tactics of the few opponents.

Yours faithfully  
A. K. POTTIS

1 Archer Place  
Bangalee  
NSW 2541

14<sup>th</sup> March 2011

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

Dear Sir/Madam,        **North Nowra Link Road –MP07-0037**

This project does require support to assist the present and future anticipated traffic flow from North Nowra and areas further west. However, Council's preferred option should not be supported as it will dissect the Bomaderry Creek Urban Bushland, not solve any traffic problem and cause more traffic congestion on the Princes Highway leading to the Shoalhaven River Bridge.

Access, by myself, to council documents in the mid 1990's regarding the proposed link Road revealed what appeared to be some interesting points.

1. Prior to the 1985 LEP a local developer bought some of the rural land on the north of West Cambewarra Road.
2. The new LEP moved the proposed link road to the Pitt St-Narang Rd site.
3. The purchased land north of West Cambewarra Road was zoned to Rural Residential.
4. The solicitor for at least two of the councillors is understood to be a principal of the development company.

This may be water under the bridge but it does give some information regarding how the link road option went to its present site.

At the gazetting of the Bomaderry Creek Urban Bushland, the NPWS created a road easement on the Northern Boundary of this land to provide for any link road on the south of the existing road alignment. This would give greater privacy to existing houses on the rural residential properties (the houses are well set back from the existing road).

In the late 1990's council contracted Root and Brown as consultants on the link road and a public meeting was convened at Illaroo Road School. The nearly unanimous vote for the West Cambewarra Option was recorded. I have no recollection of the consultant's report ever being made public.

Council has doggedly pursued the Pitt St.-Narang Rd. open for approximately twenty years and has not listened to the arguments for and against either of those,. The West Bunberra St. option appears not to be seen as appropriate by anyone.

When the Princes Highway was reconstructed at Bomaderry the council apparently informed the RTA that the link road was coming out at Narang Rd. On construction a round a -bout was built at the intersection although council had never secured the site for the proposed link road.

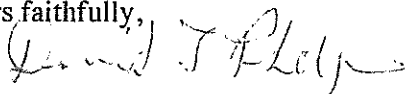
If we are to have better access from North Nowra to Bomaderry, the West Cambewarra Road is by far the best option with new round-a bouts at the intersection of WC Rd. and Illaroo Rd. and also at the point where the road would join Moss Vale Rd. This would give better access north to Wollongong (and into the housing estate), east to Bomaderry, west to the tablelands and send traffic south to Nowra.

Traffic problems at Shoalhaven Bridge will not be solved until a new river crossing is built, arguably on the services corridor crossing the river upstream. Proposed large subdivisions at North Nowra and West Cambewarra can be served by this new crossing. On the south side of the river a link into Nowra would also be required. This may not preclude planning for another bridge near the existing ones.

Returning to the West Cambewarra Road option the whole road appears to be covered by a road easement except for some council owned land facing WC Road. The bridge required across Bomaderry Creek would be far smaller and less environmentally damaging

It is my opinion that planning in Nowra, particularly on roads, has not been forward thinking enough. The preferred option of Council will not "deliver the goods". The fact that a Shoalhaven councillor who seems likely to be elected at the State election has openly declared that he will fight in parliament for council's preferred option. This is without any stated reasons from council for their preference.

Yours faithfully,



David T Phelps

**Barbara Robertson**

**From:** "Barbara Robertson" <bnjofhyams@shoal.net.au>  
**To:** <plan.comment@planning.nsw.gov.au>  
**Sent:** Sunday, 6 March 2011 5:33 PM  
**Subject:** North Nowra Link Road  
Attention: Director, Infrastructure Projects  
My name is John Goodwin of 9 Cyrus Street Hyams Beach.  
Application Name - North Nowra Link Road  
Application No - MP07 0037

I object to Option1 and Option2 of the project.

I support Option3 of the project.

The reasons for objecting to Options 1 and 2 are

1. they would have little effect on improving traffic flows to and from North Nowra/West Cambewarra
2. they would break up the continuity of the bushland that includes Bomaderry Creek Regional Park reducing its value as urban bushland.

The reasons for supporting Option3 are

1. it mostly follows an existing road (West Cambewarra Road) along the edge of the bushland - hence road widening with little bushland clearing and without subdivision.
2. traffic from expanding North Nowra/West Cambewarra would be more centrally connected to Bomaderry and Princes Highway and Moss Vale Road.

John Goodwin 6 March 2011

13/03/2011

Dept. of Planning

9 Byron Ave  
North Nanna  
NSW 2541

12 March '81

The Director -  
Infrastructure Projects

Ref. to North Nanna Link Road Options.

Dear Sir,

I favour the Northern Option running parallel to West Camberrra Rd to connect to Moss Vale Road.

Had I been allowed more time to respond to this I would have responded in great detail. However, needs must.

Points to note

- This route has been on the table since 1984.
- Gives the least damage to the Bush area in question.
- Is in harmony with proposed future by-pass.
- Easy crossing of creek giving access to the Southern Highlands & at the Roundabout access to Sydney & Boree.
- It will avoid further congestion on Princes Hwy <sup>at Naranga Road</sup>.  
Traffic backs up to here every school morning & down to bridge.
- Schools cause congestion. Ilmoroo Rd. School causes most of problem on Ilmoroo Rd.

This is just to start - Lyn Aitken - Young  
LYN AITKEN - YOUNG.

Andrew Beattie  
Dept. of Planning

9 Byron Ave.  
North Nowra  
NSW 2541  
23rd. March 2011

Re Link Road Options:  
My choice - Northern Option adjacent to West  
Cambewarra Road

Lately I have heard much derision heaped on to rare frogs, endangered trees and orchids, black cockatoos and especially those who use these as reasons to oppose Shoalhaven Council. The council's push to force a community to accept their <sup>the council's</sup> chosen route through the Bomaderry Creek Regional Park is totally immoral. Their attitude to "take it or leave it" is hard to understand.

I would hazard a guess that few, if any, supporters of a road through the middle of this piece of bush have actually walked or spent time in this beautiful, varied and interesting area. So close to town and services yet a pocket kingdom for us all to share with the birds animals and rare shrubs and trees and flowers.

What is the matter with us that we have no time or interest to appreciate the amazing treasure we have right on our doorstep?  
Since 1984 the route to Prince's Hwy has

3

been planned through the West Cambewarra Road route. It is just over  $\frac{1}{4}$  mile (0.5 km) from Pitt St. to W. Cambewarra Rd. extra distance to drive but has the advantage of linking directly into the Kangaroo Valley Road and Southern Highlands as well as Sydney & Bomaderry at the roundabout. It also merges with the proposed by-pass, and will feed traffic away from Prince's H. Way where traffic is regularly backed up on school mornings from the bridge to Nerang Rd. roundabout.

It would be easier, less destructive, cheaper and, best of all, it would retain the existence of the Bomaderry Creek area for future generations to enjoy and marvel at. Where is commonsense in all this? A win-win situation or a long expensive fight with its own ratepayers to get its own way. Traffic on Maroo Rd. has increased and one can appreciate council's desire to address the problem. However, the main reason for delays is the school's drop off area being on the main road. Diversion of buses etc to the back entrance and a pedestrian overpass would help enormously. Interesting to note, since Narra Anglican College opened a few years ago morning traffic has backed up steadily on Prince's H. way

3

now starting at the Bridge and stretching to Narany Road often. Hardly seems sensible to add more traffic into the problem. Another bridge over the river is surely needed.

Think again, please. Council has designated a large block of the bushland on the Northern edge for housing development. It will use the existing W. Cambewarra Rd, another reason for using that route. Or have the council figured out that cutting a wide swathe through the middle and a large bite off one side, the Bonaderry Creek area will cease to exist in any meaningful form at all? Council points to the fact that they are prepared to exchange some land as recompense for destroying its heart but all of that area is degraded and weed infested and will be difficult and expensive to reclaim. Not much of a bargain.

Conflict of any kind is expensive, emotionally draining and achieves little. As an intelligent average rate payer I want a sensible and sound outcome to this. The Northern route adjacent to West Cambewarra Road.

Yours faithfully

Lyn Aitken-Young

LYN AITKEN-YOUNG

1. Attachment to my letter. Lyn Aitken-Young

Proposed Routes for North Nowra Link Road. My choice is the northern route running alongside West Cambewarra Road.

West Cambewarra Road, Northern route.

1984 this route was chosen

Distance from Council's choice Pitt St. is just over one quarter of mile(0.5 km)

Northern route would give direct access to Kangaroo Valley and Sydney via the Southern Highlands

Would give easy access to Cambewarra, Bomaderry and Sydney via Prince's H.Way

Would lead directly to proposed bypass actually forming part of it.

It would relieve congestion on Prince's Hwy which frequently backs up from the bridge to Narang Rd. roundabout on school mornings

It would be less expensive and destructive to build

It would retain the Bomaderry Creek area as a viable addition for future generations.

Traffic Congestion

Traffic is increasing on Illaroo Road

School access causes congestion

Alternative use of rear entrance/pedestrian overpass could help

Prince's Hwy regularly backed up from bridge to Narang Rd on school mornings

Another bridge needed to link up with proposed future bypass

Probable Outcomes

Council will give part of its bushland in exchange for cutting the Park in two

Land on offer is degraded and weed infested

It would be expensive and time consuming to reclaim

Council plans to use large area on the Northern side of bushland for housing development bounded by Illaroo Rd. and West Cambewarra Rd.

This new development would be located immediately beside West Cambewarra option

With a cut through the middle of the Park and a large bite off one side the Bomaderry Creek Bushland will cease to exist in any viable way.

### Conclusion

Use the original planned route, the Northern option adjacent to West Cambewarra Road

Leave as much as possible intact for ourselves and our children to share and enjoy with the natural world.

(111)

9 Byron Ave  
North Nowra

NSW 2541


11 March 2001

The Director.

Infrastructure Projects  
attn. North Nowra link  
Road Options

Dear Sir,

my choice <sup>is</sup> for Option 3 - The Northern Option, running parallel with West Cambewarra Road and onto Moss Vale Road. This will cause least damage to the Bomaderry Creek bush land and the plants & animals that it supports. Also, most obviously, it would be the most cost effective.

Yours faithfully  


JOHN B. YOUNG

12 March 2011

M. Leeming

9 Hansons Rd.

North Nowra

Nth. Nowra Link Road Options  
As a regular walker & user of this  
piece of bush I favour the 3rd.  
Option - Northern, along beside  
West Cambewarra Road and  
then onto Moss Vale Road.

Our children deserve to have  
this piece of bush undisturbed,  
to hand on to their children

Yours sincerely

M Leeming



113

473 PRINCE HIGHWAY  
BOMADERRY  
N.S.W. 2544

DEPT. OF PLANNING,  
DIRECTOR INFRASTRUCTURE PROJECTS,  
P.O. BOX 39.  
SYDNEY. N.S.W. 2001

DEAR SIR,

RE: 1. BOMADERRY - NORTH VOWLES ACCESS ROAD

I wish to advise that after considerations of the three proposals for the intended access road to be constructed in the near future (I hope) I have come to the view that the best option would be via West Cambewarra Road.

I have lived adjacent to Bomaderry Creek for the past 50 years and am familiar with the need for this road. I have spoken to quite a number of people who live nearby and they all agree with me.

This option would be best as it would be probably one-third the cost of the other two, as the bridges required for the two options would be for wider to construct.

Hoping for the project to be constructed along these lines as soon as possible.

Yours faithfully  
MR. T. D. GUNN

114

R. TAYLOR  
30000 PALM DVE  
BOMADERLY 2541  
14/3/11

DEPT OF PLANNING  
DIRECTOR OF INFRASTRUCTURE PROJECTS.

DEAR SIR

RE: PROPOSAL TO CONSTRUCT A LINK ROAD  
THROUGH BOMADERLY CK REGIONAL PARK.

I WOULD LIKE TO MAKE KNOWN MY OPPOSITION,  
TO THE PROPOSED CONSTRUCTION BY SHUALHAVEN  
CITY COUNCIL OF A LINK ROAD THROUGH THE  
MIDDLE OF A STATE RECREATION PARK AT  
BOMADERLY CREEK.

THIS PARK IS ADMINISTERED BY THE  
NATIONAL PARKS & WILDLIFE SERVICE, AND HAS  
SOME SIGNIFICANT ENDANGERED PLANTS AND  
WILDLIFE WITHIN ITS BORDERS.

WHILST I AM NOT AGAINST A LINK ROAD  
BEING CONSTRUCTED, THE PROPOSED AND PREFERRED  
ROUTE WILL HAVE A SERIOUS THREAT TO SPECIAL  
PLANTS & ANIMALS IN THE PARK.

I OBJECT TO ITS CONSTRUCTION ON THE  
FOLLOWING GROUNDS.

(A) ENDANGERED PLANTS.

THIS RESERVE CONTAINS A VARIETY OF PLANTS THAT ARE ENDANGERED, OR SPECIFIC TO THIS AREA ONLY. THE BOOMERBY ZIERIA / ALBATROSS MALLEE AND BRITTLE MIDGE ORCHID.

(B) THREATENED ANIMALS.

THIS RESERVE IS HOME TO GREY HEADED FLYING FOX / GLOSSY BLACK COCKATOO / YELLOW BELLED GLIDER TO NAME A FEW OF 10 THREATENED ANIMAL SPECIES.

(C) THE INTEGRITY OF THE PARK WILL BE COMPROMISED BY SPLITTING IT INTO 2 SECTIONS  
THIS WILL IMPEDE AND PUT ANIMALS IN DANGER TRYING TO CROSS A BUSY ROAD. (ROADKILL)

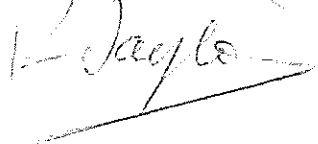
(D) DESTRUCTION OF BUSHLAND AND HABITAT ESSENTIAL FOR THE SURVIVAL OF OTHER PLANTS AND ANIMALS.

(E) POLLUTION. NOISE FROM VEHICLES, AIR POLLUTION, AND RUBBISH THROWN FROM VEHICLES AS WELL AS RUNOFF, WILL HAVE AN EFFECT ON THIS ENVIRONMENT.

I BELIEVE COUNCIL HAS A VIABLE  
ALTERNATIVE TO ROUTE THIS ROAD VIA  
WEST LAMBEWALLA RD, TO MESS VALE  
ROAD. THIS WILL SKIRT AROUND THE  
EDGE OF THIS PARK, AND ONLY HAVE A  
VERY SMALL IMPACT. COST WILL BE LESS  
THAN COUNCIL'S PREFERRED OPTION, AND WILL  
STILL ACHIEVE THE DESIRED RESULT AS FAR  
AS TRAFFIC FLOW IS CONCERNED.

I WOULD LIKE TO REQUEST THAT  
YOU REJECT COUNCIL'S PLAN.

BY DOING SO YOU WILL SAVE A UNIQUE  
PECE OF BUSHLAND AS WELL AS ANIMALS  
AND PLANTS.

THANKING YOU  
Yours FAITHFULLY  
RAY TAYLOR  


13th March 2011

To: Director of Infrastructure

Re: North Nowra to Bomaderry Link Road

I would like to support the West Camberra Road option for the following reasons:-

1. This option (3) would have the least impact on the Bomaderry Creek Regional Park, that provides people with recreational activities & is home to many plant & animal species - some of which are classified as endangered.
2. The existing plants & animals are already confined to a small area. So if this regional park is split into two biodiversity would be threatened & may well spell disaster for some species.
3. Roundabouts on the Princes Highway (Narang Rd or Bunberra Rd) to divert traffic onto options 1 & 2 would surely hold up traffic on the highway & in the case of option 2 would involve the compulsory resumption of some privately owned property.
4. Option 1 would impact on people using Narang Road to access the Regional Park, the tennis courts, the tennis bowling, the church and the gymnasium.
5. The local people realise that a link road is about traffic on the north side of the river & not about getting to Nowra. A West Camberra Road link would provide better movement between North Nowra & Bomaderry than the other options & also more efficient traffic movements for trips north on the highway or west to Kangaroo Valley & the Southern Highlands.
6. What we really need NOW is another bridge over the Shoalhaven River because any link road would not solve the traffic congestion which occurs daily during peak times, long weekends and at holiday times.

The local population is indeed fortunate to have a beautiful natural park so close to our homes, so why spoil it by splitting it into two. Surely the commonsense option (3) is to skirt the park.

B Kennedy

From :- Mrs C D Kennedy

7 Emmeline Place Vincentia 2540

116

Wayne Brighton

PO BOX 1244  
NOWRA NSW 2541

MOB: 0402 031 005  
Brighton.wayne@gmail.com

16 March 2011

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

Attention: Mr Andrew Beattie

Dear Sir

**Part 3A Application Number 07\_0037: North Nowra Link Road – Letter supporting  
Option 1 (Central Route) Pitt Street to Narang Road**

This letter is in response to the Department of Planning websites public exhibition for the proposed North Nowra Link Road. I am a resident living on the northern shore of the Shoalhaven River about 7km west of the bridge and I frequently use Illaroo Road to get to work in Nowra.

I have examined the most salient points in assessing firstly the need for the road and secondly the optimum route. My reasons for supporting the development of the central route are provided and summarized below:

**1 Need for the Link Road**

The Land and Environment Court in 1993 determined there was a need for the link road. All of the 1990s predicted traffic problems have become a reality and Council is doing what it can for its constituents to build the road – and the right road for that matter.

- A) Link road needed for safety –reducing potential incidents on Illaroo Road – school, residential area etc & traffic congestion at the bridge. Using Option 1 (Central Route) the southbound Princes Highway bridge crossing traffic ‘assimilates’ further to the north and creates a smoother flow.
- B) Link road required to key in with the Nowra Bomaderry Structure Plan And 30-year planning outlook to expand the North Nowra area by what is forecast (in the Nowra Bomaderry Structure Plan) to be around 1800 building allotments. The Nowra Bomaderry Structure Plan is subordinate to higher level State planning objectives. The Department of Planning would be disloyal

to itself and the community if it didn't follow the planning schemes that it has obliged Council to create.

## **2 Option 1 (Central Route)**

The Option 1 (Central Route Pitt/Narang) preferred route status has been developed with the advice of the highest skilled professional advice. Otherwise it would not stand a chance with the high level of scrutiny being applied by all of the agencies (DECCW, RTA, NPWS etc). It wouldn't be wise for Council to go against its professional advice when the balance of civil standards has been determined, and therefore Option 1 (Central Route) is the result of the studies.

Option 1 (Central Route) compared with Option 2 (Southern Route) is shorter and in the long-term, less exhaust gas is emitted and also into the area where pollution can dissipate before it reaches the residential areas.

Option 1 has the least noise impact upon the residential areas. Albeit a greater noise impact over the existing to the Bomaderry Creek Regional Park, however, little if anyone spends time in the Park at night – and certainly not overnight as compared with the residential areas.

## **3 Option 3 (Northern Route)**

I note from the AECOM report the northern option referred to as Option 3 near West Cambewarra Road has a very low benefit / cost ratio as determined by the varied studies undertaken. It is understood that this means it will attract a lot less traffic, and simply isn't worthy of building in comparison to the other two options.

The studies show this route corridor would eradicate a lot of denser bushland that provides habitat for a higher level of fauna species that the central route, it is the only route with flood problems meaning the bridge needs to be set high resulting in a bridge of about 75M in length with built up approaches at the ends.

The RTA has the Gerringong to Bomaderry Princes Highway upgrade now scheduled for 2013. Up to 50% traffic use the Gerroa Road / Bolong Road and the RTA expects a significant shift to the upgraded Princes Highway which will result in traffic congestion at the roundabout at Cambewarra Road / Moss Vale Road (at the Bomaderry MacDonalds). We need to avoid another Albion Park Rail / Yallah Princes Highway roundabout.

#### 4 Environmental

The Commonwealth and State regulators high standards have been achieved in assessing the impacts to the environment Council has committed to increasing the Bomaderry Creek Regional Park by 60% (up to 50Ha of land that has been evaluated as premium conservation land by [professional] ecologists), with further funding for research and development. Council cannot do any more for the environment than what it has offered.

Drawings at appendix C notably the 2587 numbered series showing the locations of the *Zieria baeuerlenii* with Fig. 6-5 Environmental Assessment Report p.47 & Appendix F, p.73) indicate that there is 40% of the plants outside of the Bomaderry Creek Regional Park, and that Council is offering high quality conservation land that would take the number of *Zieria baeuerlenii* to be included in the Park to 100%. From a community viewpoint it would seem irresponsible not to accept Council's offer of the land that can afford a higher level of protection than the present zoning allows.

Fortunately, the proposed road reserve is to the south of the neighbouring stands of *Zieria baeuerlenii* and hence the clearing of vegetation for the road will not affect the shadowing of the clusters.

Appendix F, p.50, reports the Bauers Midge Orchid – "... 1 specimen may be impacted (direct or indirect) due to clearing associated with the construction of the Central route..."

On 7 March, 2011 in a local radio news bulletin Mr Terry Barratt was quoted as saying (words to the effect) that Council erred in saying that there will be no effect on this orchid. That is clearly incorrect. Nevertheless, the report provides this orchid is in abundance and the Council offer of nearly 50 hectares of high value conservation land for NPWS protection for the removal of a few threatened species and less than 2 hectares should not be refused. This factor exceeds the regular multiplying factors for biobanking.

Mr Barratt's comment that Council is being environmentally irresponsible is refutable, false and misleading. It should be further noted that Mr Barratt has invited community members to a trek along the walking trail. Mr Barratt used the Council owned land either side of the Bomaderry Creek to demonstrate the conservation attributes of the Regional Park.

I am advised that no reference is made by the conservationists to the large area of land on Option 1 (Central Route) totally devoid of vegetation that Council can rehabilitate as part of the process for developing the road along the central route.

Mr Carberry's stance "Valuable Aboriginal heritage in Bomaderry Creek (South Coast Register 11 February, 2011) is widely agreed. The Environmentalists in the

referred newspaper article support approval of the link road, however, with the clear objective of selecting Option 3 (Northern Route – West Cambewarra Road) which would take 4.52 hectares of native bushland (Environmental Assessment S.13.1.1, p.121).

Appendix G – Kelleher Nightingale, Aboriginal Archaeological Assessment Section 7.3, p.76 demonstrates the least impact on Aboriginal cultural heritage aspects is Option 1 (Central Route).

It is also noted in this report the Aboriginal community consultation which included the Nowra Local Aboriginal Land Council favour the central route.

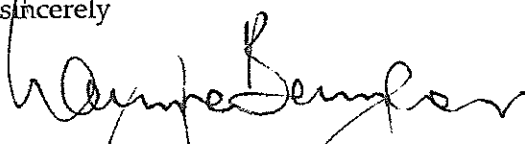
### Summary

In this instance for the approval of the central route road corridor Council is offering more than 30 times pristine environmental conservation bushland generally either side of the creek to be added to the Bomaderry Creek Regional Park for the removal of 1.6 hectares of bush for the road (Environmental Assessment S.13.1.1, p.120) which appears to be carefully located to avoid the *Zieria baeuerlenii* orchid, and affects just two *Eucalyptus langleyi* (Albatross mallee) where it is documented there are thousands in the Shoalhaven. Option 1 removes the least bushland and offers an opportunity for rehabilitation of the expanses of areas devoid of vegetation.

Shoalhaven City Council has been obliged to provide commitments and mitigation to the highest levels.

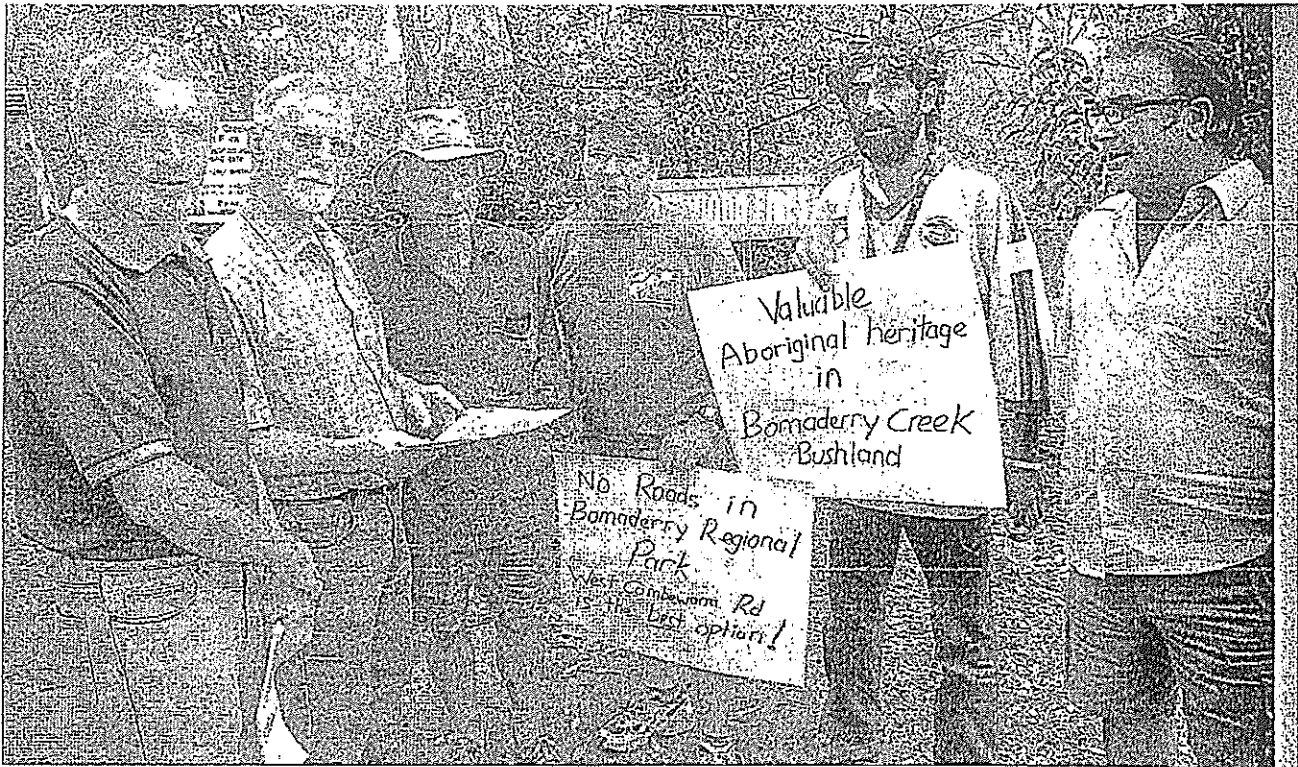
Approval for the North Nowra Link Road is a balance of civil standards weighing ecology with community requirements and planning objectives, leaving Option 1 (Central Route) as the most sensible route.

Yours sincerely



Wayne Brighton  
Wilber, Koloona Drive, Watersleigh

encl: copy of extraet South Coast Register p.2, 11 February, 2011



**CONCERNED:** Looking over plans for the proposed link road yesterday were Alan Stephenson, Terry Barratt, Rob Thorne, Robin Moyes, Ron Carberry and Andrew Harvey.

# Link Road battle to resume

By GLENN ELLARD

BAITLE lines have been drawn in the fight over the proposed link road between North Nowra and Bomaderry, with opposing sides both claiming to have overwhelming community support.

On one side are Shoalhaven City Council and Kiama MP Matt Brown, who have backed a road running from Pitt Street in North Nowra through to Narang Road in Bomaderry, bisecting the Bomaderry Regional Park.

Mr Brown yesterday claimed a survey of North Nowra residents found 80 per cent support for the route, despite claims it would cause environmental damage.

On the other side are environmentalists determined to stop council's preferred route through the regional park.

Instead, they support a link road following West Cambewarra Road, and claim 70 to 80 per cent of people asked to sign a petition were against a road being built through the regional park.

Both sides are being given a chance to

have a say with three possible link road routes going on display until March 18. Planning Minister Tony Kelly announced the exhibition yesterday to seek feedback on the options.

The public exhibition has been a long time coming, with several previous Shoalhaven City Council applications rejected by State Government departments that wanted more reports, extra detail and new information.

"The state government want to make sure that we're doing everything we can to ensure the environmental factors are looked after and managed," Shoalhaven Mayor Paul Green said.

Mr Brown conceded the process had been a long one.

"We had to get it right so it could survive a challenge in court," he said.

Mr Brown threw his weight behind the Pitt Street-Narang Road route in 2006.

"A lot has happened since then," he said yesterday.

"It is actually possible to balance the environmental sensitivities and build this road."

However environmentalists said the

ecology would be decimated by council's preferred route.

Waiting with placards at the Bomaderry Regional Park, while Mr Kelly made his announcement from the corner of Pitt Street and Illaroo Road, Robin Moyes claimed, "The effect of the road will be to divide the park."

"We support a link road, but we think West Cambewarra Road is as good or better than council's preferred route," Mr Moyes said.

Terry Barratt claimed the solution lay not in building a link road.

"The issue is more appropriately about a plan for traffic management north of the Shoalhaven River, the integration of this into the future road network south of the river, and better management of the Bomaderry Creek bushland - an outstanding community asset," he said.

Mr Barratt claimed Mr Kelly's announcement was driven by politics and the looming election, as council had not satisfied community consultation requirements for the plans to go on show.

**WARNING**  
**ALL PET OWNERS**  
**We are now in tick season!**  
*At Bishops we have your pet covered*

*Inasmuch Retirement Village*  
**RETIREMENT MADE EASY**  
SELF CARE UNITS, SERVICED

117

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

Attention: Mr Andrew Beattie

Dear Sir

Part 3A Application Number 07\_0037: North Nowra Link Road - Letter  
supporting  
Option 1 (Central Route) Pitt Street to Narang Road

I support Option 1 (Central Route) for the following reasons

The morning peak traffic congestion on Illaroo Road is intolerable and substandard. This route concentrates traffic past school children which in my opinion have a higher priority than losing a small amount of bushland.

The majority of the proposed road uses an existing permanently cleared maintenance trail for the major infrastructure services (community power and water supply) and a large part of this land is totally devoid of vegetation.

Option 1 has the least impact on residents for noise and air pollution.

Option 1 allows for the least travel distance resulting in an overall reduction of air pollution from the thousands of vehicle travel intensity. The bushland is the optimum dissipater of emissions. The central route is in the middle of the bushland therefore for the overall environment, it is the best balance.

Option 1 provides an opportunity to improve the usage of the picnic ground accessed from Narang Road which should reduce anti-social behaviour that it has suffered for many years.

It has the least impact on Aboriginal cultural heritage and is supported by the Aboriginal community.

Option 3 (adjacent) West Cambewarra Road would impact heavily on existing residences and remove far more bushland than Option 1.

West Cambewarra Road would impact heavily on the MacDonald's roundabout at the Princes Highway - and add to the traffic congestion particularly when the southbound traffic shifts

from the coast road to the improved Princes Highway upgrade from Gerringong to Bomaderry in a few years time. It would be better to integrate the North Nowra, Bangalee, Tapitallee and rural areas between the MacDonald's roundabout at the Princes Highway and the Shoalhaven River Bridge to create a smoother flow of traffic heading south.

Considering a shift from the southbound through traffic from Wollongong, Kiama and some of Gerringong from Gerroa Road (sand track) to the Princes Highway will mean less green time required for Bolong Road as well. This results in a reduction of the stop-start southbound traffic and improved overall traffic flow at the intersection.

Southbound traffic from Option 1 (Central Route) assimilates with the Princes Highway 2 kilometres north of the Shoalhaven River Bridges giving it time to achieve a smoother, more free-flow to the bridge.

Shoalhaven City Council is offering 50 hectares of environmental conservation land that will be transferred to the National Parks and Wildlife for the removal of 1.6 hectares of native bushland. This is more than adequate offset for conservation loss. The public benefit appears to have well and truly outweighed conservation loss with this offer and shouldn't be missed. This land should be vested into the National Parks.


The Premier stated in April 2010 Shoalhaven is forecast to be the biggest growth area in the next 30 years (outside the Sydney metropolitan area). The Nowra Bomaderry Structure Plan approved by Department of Planning in February 2008 is a subset to the South Coast Regional Strategy which all forms part of the Statewide, wider planning objectives for communities and population.

For the Nowra Bomaderry Structure Plan to make its available contribution, about 1800 residential allotments in the Taylors Lane and Crams Road North Nowra area are proposed under future planning. This will place greater pressure on the local traffic network and would result in chaos if Illaroo Road was the only feasible traffic route to the area.

The wider planning objectives require the development of the link road.

Its is with the above carefully assessed issues that I  
conclude my support that the central route is the highest  
and best use for developing the link road.

Yours faithfully

  
L D Brighton

L D Brighton  
Wilbern, Koloona Drive, Watersleigh  
Ph: 0419 586 966

Postal Address:  
PO Box 1244  
Nowra NSW 2541

16 March 2011

Mrs Sheila Emery  
19 Philip Drive  
NORTH NOWRA 2541

16 3 11  
PO BOX 100 NORTH NOWRA WINKRD  
MPO 07 8037

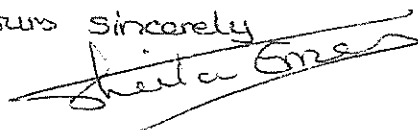
Dear Sir,

Re the above project, I want to object strongly to the preferred option for this road, ie cutting through the Bomaderry Creek Park.

This is such a precious and beautiful area which we are so privileged to have in our region, with stunning rockscapes, along with many lovely birds and plants. To upset this environment, which once upset can never be regained, seems criminal to me. There is enough development going on along the South Coast without ruining our Creek area.

The W. Cumbewarra Road option would be more sensible, but whichever one is chosen, it does seem that the bottle neck will just be moved to another place, in the absence of a 3rd bridge over the Shoalhaven River.

Yours sincerely



119

Zahra Wells  
33 Devlin Avenue,  
North Nowra  
NSW 2540  
0244225299

14<sup>th</sup> March 2011

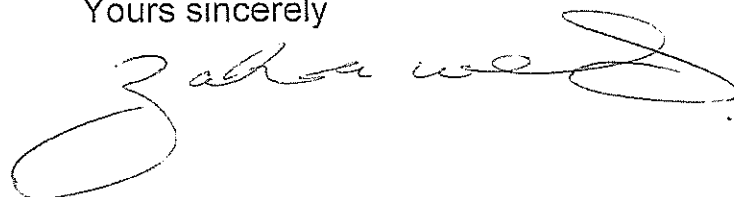
To The Director  
Infrastructure Projects  
Shoalhaven City Council

Re: North Nowra Link Road  
MP 07-0037

With reference to the above project I am in favour of the WEST CAMBEWARRA ROAD option for the following reasons.

1. Pitt Street – Narang Road option will only cause traffic problems as it is only a short distance from the existing Illaroo Road/Princes Highway connection.
2. Ilaroo Road – West Bunberra Street option would unlikely be considered due to the creeks and landscape, making a new road by this route very time consuming.
3. West Cambewarra Road option will allow for future residential; expansion and connect to Cambewarra Road which in my opinion is much better than connecting to the existing Princes Highway.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Zahra Wells', with a large, stylized initial 'Z'.

120

Peter & Helen Robinson  
18 Mulgen Cres  
Bomaderry, NSW 2541

Wednesday 16<sup>th</sup> March, 2011

Major Projects Assessment,  
Department of Planning,  
GPO BOX 39  
Sydney, NSW 2001

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

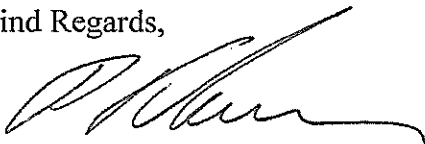
With respect to above proposal we are in **FULL SUPPORT** of the proposed Link road proceeding through the "Preferred Option" of Pitt Street- Narang Road, we have studied the planned options and have **NO OBJECTIONS at all.**

The Current traffic congestion in the Bolong Rd, Illaroo Rd and Princes Hwy intersections during the morning and afternoons peak hour is absolutely ridiculous. Parents conveying their children to & from school, or themselves to & from work all contribute to a chaotic mass of traffic that is not only a motorists nightmare but also poses serious safety issues for commuters. The preferred option of Pitt Street – Narang Road would alleviate the majority of this traffic congestion and not only benefit the North Nowra residents but also make travelling to & from school much safer and quicker, for the many North Nowra Students that commute either by private car or Bus to their local Private or Public high schools.

This project has been delayed for many, many years by the protests of the "Minority Groups" many of who are not even local residents or local rate payers. If this project had of been completed when first proposed, a lot of motor vehicle accidents, (even deaths) could have been prevented.

I would like to thank you for giving us, the local residents and rate payers, the opportunity to voice our opinion and support of changes and improvements to the infrastructure that will affect us on a daily basis.

Kind Regards,



Peter Robinson

Jennice Mottram,  
130 dlockeys Ln,  
Cambewarra 2540

RE: North Nowra Link Road - MP07-0037

Dear Sir/Madam,

Please accept my thoughts  
on the link road options.

- \* No - to dissecting a valuable tract  
of bushland.
- \* There is a viable option in West  
Cambewarra Rd. - allows traffic  
to feed off the Kangaroo Valley,  
Wollongong, Bomaderry etc. etc.  
more easily.
- \* The bottleneck is Nowra Bridge, the  
traffic will back up @ both Highway  
& Illaroo Rd in peak hours?

This important & long standing issue,  
must be made in a practical non-  
political way.

*[Signature]*



Valley MOSS V

NC

# BOMADERRY CREEK BUSHLAND

## ROAD OPTIONS AND URBAN DEVELOPMENT

**BANGALEE  
URBAN EXPANSION**

**BANGALEE**

**BOMADER**

# CREEK

## REGIONAL

**PLANNED**

**CRAIMS**

ROAD

URBAN

~~EXPANSION~~

**NORTH NOWRA**

STREET

PITT

## McMAHONS

SHOALHAVEN

# BOMADERRY

PRINCES

CAMBERRA ROAD

**Bomaderry Railway Station**  
**Sporting Facilities**  
**Light Industry**  
**High School**  
**Clubs etc**  
**Plus**

YEW

REGIONAL  
PARKREMAINING  
BUSHLAND  
OUTSIDE PA

## LINK ROAD OPTIONS

THROUGH PARK &  
BUSHLAND

**ON EDGE OF PARK  
& BUSHLAND**  
*(plus links from future  
urban growth areas)*

**PREDOMINANT  
DESTINATIONS  
OF LINK ROAD  
TRAFFIC**

DIRECTOR

MAJOR PROJECTS ASSESSMENT

DEPARTMENT OF PLANNING

GPO BOX 39 SYDNEY 2001

NORTH NOWRA LINK ROAD APPLICATION NO MP07-0037 PART 3A

I am writing a letter in support of Option 3 The Northern Option, my reasons being –

It appears to have the least impact on the sensitive environment and none on the part of Bomaderry Creek which contains the popular Bush Walks and the Gorge.

The exit is onto the Moss Vale Road giving access to the Southern Highlands without impacting onto the Princes Highway in one direction and direct access across the Highway to Bomaderry for traffic travelling to Sydney via Geroa.

From my observation this route does not require the destruction of any Private Dwellings.

The Central Option joins the Highway at the Round about, however, the entrance to Birriley Street has been closed,- on the plans this appears to be open, does this mean that the street would be reopened to traffic creating greater problems than would have existed when originally closed.

The Southern Option crosses the southern end of Bomaderry creek with maximum impact on this beautiful area joining the Highway at the intersection containing the Ambulance Station on one corner and the Nowra Anglican College on the other- an accident waiting to happen.

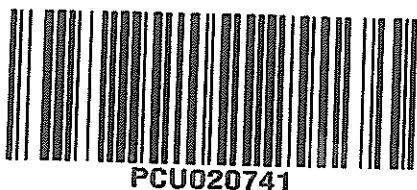
Yours faithfully

Joan Crabb



24 Walsh Crescent North Nowra 2541.

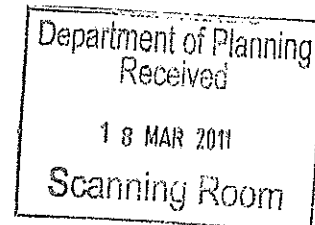
*JEH RR JEH 4-6*



123

158 Hockeys Lane  
Cambewarra, 2540  
15<sup>th</sup> March, 2011

Attention: Director, Infrastructure Projects  
Major Projects Assessment  
Department of Planning  
GPO Box 39  
Sydney, NSW 2001



**Re: North Nowra Link Road – MP07-0037**

Dear Sir,

I would like to express my objection to the above project on the following grounds:

- This link road passes through the center of the Bomaderry Creek Regional Park which forms part of the larger Bomaderry Creek Bushland. This bushland contains significant Threatened or Endangered flora and fauna and is an extremely valuable community asset. Dividing this bushland will significantly reduce its habitat value which can not be adequately addressed by engineered structures to allow movement of wildlife.
- There is a viable option to the Councils preferred route along Narang Road and that is the West Cambewarra Road option. This option better directs traffic to major destinations such as Kangaroo Valley, Wollongong, and Bomaderry (railway station, regional basketball stadium, sports fields, Bomaderry Aquatic Centre). This option will also better cater for future urban development along Illaroo Road.
- Councils preferred route will involve the construction of a significant bridge at the top of the gorge near the existing weir. This is the area where there is a community picnic area and track head for the walks and this amenity will be significantly impacted by such a large bridge and road directly next to these areas.
- Many community Landcare volunteers have been involved in enhancing and improving the viability of this bushland area. The Bomaderry Creek Landcare/Bushcare Group has been working for the past 12 years to revegetate and control weeds in this area. In addition other volunteers have been working on land linking to the bushland to provide habitat corridors to other areas of natural vegetation. This includes work undertaken at the Bernie Regan Sporting Complex and work undertaken by Tapitallee Creek Landcare Group. Over the past 20 years in excess of \$130,000 of government grants have been used by the group for this purpose. Construction of a road that will divide the bushland and thereby reduce the size of habitat will seriously reduce the value to this habitat corridor work.
- From consideration of the documents on public exhibition it is clear that a number of issues have not been allowed for in the pricing of the Narang Road option. This includes providing access to the Regional Park, the Narang Road Tennis Courts, the Bowling Alley, Victory Church and a

number of other small businesses in that area. Surely all costs should be included prior to each option being considered.

- No price has been put on the value to losing such a valuable piece of habitat and recreational community resource. If this was adequately included in the costings, there would only be one viable option and that would be the option that skirts the bushland – the West Cambewarra Rd option.
- Council is only prepared to consider the two options which pass directly through the bushland but will not consider the option which skirts the bushland. The community has been fighting council on this issue for 20 years and my belief is that it has reached the point where it is now a matter of pride for some Councilors and they will not back down regardless of the evidence. I fear that a well considered open minded decision can not be made locally.

I hope you will consider these comments when making a decision on this matter.

Yours Sincerely

*m. E. Campbell*

Margaret Campbell

Attention: Director, Infrastructure Projects  
 Major Projects Assessment  
 Department of Planning  
 GPO Box 39  
 Sydney, NSW 2001

158 Hockeys Lane  
 Cambewarra,  
 2540  
 16<sup>th</sup> March, 2011

**Regarding the North Nowra Link Road – MP07-0037**

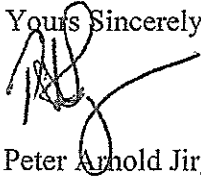
I would like to object to the above proposal, the following are my reasons for taking this position

- The Bomaderry Regional Park and the bush land that surrounds it are an extremely valuable environmental and community resource. Councils preferred Narang Road option passes through the middle of this bushland and will significantly reduce its functional and aesthetic value.
- Dividing the bushland with a major road will effectively divide it in two as far as habitat is concerned. This will severely impact the many native species that live in this area especially those which are endangered or threatened.
- A preferable and a more practical route is the West Cambewarra Road option. This road skirts the bushland so does not have the same environmental impacts as either of the other routes. In addition it will better direct traffic to the major centres of Moss Vale, Berry, Wollongong and to the major destinations in Bomaderry including Bomaderry railway station, Bomaderry Regional basketball stadium, Bomaderry High School, sports fields, Bomaderry Aquatic Centre and the major employment areas of Bomaderry Industrial Estate from Bolong Road to Concord Way. Planned future urban expansion in the North Nowra/ Illaroo Road area will be far better catered for with the West Cambewarra Road option.
- The only real benefit of building a link road (any option) is to relieve the pressure at Illaroo Road traffic lights for the traffic turning north. If the link road is put through to help the traffic get to Nowra it will be of no benefit at all as the bottleneck in the system is the Nowra Bridge. Many times I have been at the lights at Illaroo Road heading into Nowra and have not been able to turn right onto the bridge even though I've had a green light because the cars are banked up for the full length of the bridge trying to turn into Bridge Road. This happens every morning during the peak time. This is why Illaroo Road backs up to Illaroo Rd School and the Highway up to Nowra Anglican College. A link road will not alleviate this problem however Council continues to say it will.
- I am a civil engineer with 35 years experience in civil construction and have been involved in the construction of many bridges. A preliminary look at the unit rates stated in Councils submission on display indicated that one of the options for West Cambewarra Road bridge construction was the same rate as Narang Road. I would suggest that there would be at least a 25-30% greater cost for the Narang Road bridge option due to the site conditions and the increased cost of the girders for the centre section. It also appears that Council have neglected to cost in access for the existing businesses at Narang Road.

- I am a keen bush walker and have explored many areas both locally and internationally. I have rarely found an area with as much diversity and natural beauty as the Bomaderry Creek area. It is a magnificent area and so accessible close to town. It would be such a shame to see this area down graded in any way, especially when there is a really good option available which will meet the current and future needs of the community better.

I trust that these comments will assist you in making a determination on this matter.

Yours Sincerely

A handwritten signature in black ink, appearing to be 'PAJ', with a long horizontal stroke extending to the right.

Peter Arnold Jirgens

## Andrew Beattie - Online Submission from Ken Chapman (object)

---

**From:** Ken Chapman <ken94@tpg.com.au>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 18/03/2011 2:24 PM  
**Subject:** Online Submission from Ken Chapman (object)  
**CC:** <assessments@planning.nsw.gov.au>

---

125

I believe the link road is a smokescreen to delay a much needed second crossing of the Shoalhaven River. If the link road does go ahead I believe that the West Cambewarra Road is the much preferred option, with it not interfering in any way with the much used, by both native animals and humans, adjacent bushland. The unique Bomaderry Creek walk would also be adversely impacted by either of Council's preferred routes

Name: Ken Chapman

Address:  
5 Wingello Close  
North Nowra NSW 2541

IP Address: 27-33-175-46.tpgi.com.au - 27.33.175.46

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

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

-----  
**Andrew Beattie**

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

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## Andrew Beattie - Online Submission from Judith Chapman (object)

---

**From:** Judith Chapman <judy96@tpg.com.au>  
**To:** Andrew Beattie <andrew.beattie@planning.nsw.gov.au>  
**Date:** 18/03/2011 2:31 PM  
**Subject:** Online Submission from Judith Chapman (object)  
**CC:** <assessments@planning.nsw.gov.au>

---

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126

I believe the link road is a smokescreen to delay a much needed second crossing of the Shoalhaven River.

If the link road does go ahead I believe that the West Cambewarra Road is the much preferred option, with it not interfering in any way with the much used, by both native animals and humans, adjacent bushland. The unique Bomaderry Creek walk would also be adversely impacted by both of Council's preferred routes.

Name: Judith Chapman

Address:  
5 Wingello Close  
North Nowra NSW 2541

IP Address: 27-33-175-46.tpgi.com.au - 27.33.175.46

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

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

-----  
**Andrew Beattie**

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

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**Andrew Beattie - FW: North Nowra Link Road - MP07-0037 Submission**  
**[SEC=UNCLASSIFIED]**

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127

**From:** "Mark, Brett LEUT" <brett.mark@defence.gov.au>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 18/03/2011 12:23 PM  
**Subject:** FW: North Nowra Link Road - MP07-0037 Submission [SEC=UNCLASSIFIED]

---

UNCLASSIFIED

**IMPORTANT:** This email remains the property of the Department of Defence and is subject to the jurisdiction of section 70 of the Crimes Act 1914. If you have received this email in error, you are requested to contact the sender and delete the email.

---

**From:** Mark, Brett LEUT  
**Sent:** Friday, 18 March 2011 12:21  
**To:** 'plancomment@planning.nsw.gov.au'  
**Subject:** FW: North Nowra Link Road - MP07-0037 Submission [SEC=UNCLASSIFIED]

---

UNCLASSIFIED

**IMPORTANT:** This email remains the property of the Department of Defence and is subject to the jurisdiction of section 70 of the Crimes Act 1914. If you have received this email in error, you are requested to contact the sender and delete the email.

---

**From:** Mark, Brett LEUT  
**Sent:** Friday, 18 March 2011 12:19  
**To:** 'www.plan'  
**Subject:** FW: North Nowra Link Road - MP07-0037 Submission [SEC=UNCLASSIFIED]

---

UNCLASSIFIED

**IMPORTANT:** This email remains the property of the Department of Defence and is subject to the jurisdiction of section 70 of the Crimes Act 1914. If you have received this email in error, you are requested to contact the sender and delete the email.

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**From:** Mark, Brett LEUT  
**Sent:** Friday, 18 March 2011 12:17  
**To:** 'plan'  
**Cc:** 'brettaleith2@bigpond.com.au'  
**Subject:** North Nowra Link Road - MP07-0037 Submission [SEC=UNCLASSIFIED]

---

UNCLASSIFIED

UNCLASSIFIED

**To whom it may concern**

This is a submission in support of the application **North Nowra Link Road - MP07-0037** for an alternate link into North Nowra from Bomaderry and vice versa..

**Names:** Brett Mark and Leith Osborne-Mark

**Address:** 3 West Cambewarra Road, North Nowra NSW 2541

We support the proposed construction of North Nowra Link Road and concur with Shoalhaven City Council's preferred option **Pitt Street - Narang Road Option**.

The reasoning for this option would allow for four way access and not three way as the other proposed options, thus greatly reducing possible traffic congestion.

In addition to this, the existing road junction at West Cambewarra Rd and Illaroo Rd would require considerable rework in order to "make safe" the sharp left hand corner adjacent to this intersection.

I submit these comments, on behalf of my wife and self for consideration.

Regards

Brett Mark

3 West Cambewarra Road

North Nowra NSW 2514

(02) 4422 1151

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**IMPORTANT:** This email remains the property of the Department of Defence and is subject to the jurisdiction of section 70 of the Crimes Act 1914. If you have received this email in error, you are requested to contact the sender and delete the email.

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

---

128

**From:** "Barbara Liddle" <robarb4@bigpond.com>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 18/03/2011 12:24 PM  
**Subject:** North Nowra Link Road Concept Plan Application No. 07\_0037

---

I would like to disagree with the concept of building a road through the middle of Bomaderry Creek Bushland which protects a beautiful area of forest and sandstone gorges and is habitat to several species of threatened or rare birds and plants. As a member of bushwalking and birdwatching groups who use this area frequently I would be disturbed to have a road constructed through it which would destroy its integrity and put flora and fauna at risk of traffic and isolation into smaller pockets.

It would be a far better option to construct the northern option Link Road which skirts the edge of bushland and destroys much less.

Barbara Liddle  
PO Box 295  
Vincentia 2540

129

**From:**  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 18/03/2011 2:02 pm  
**Subject:** North Nowra Link Road - MP07-0037 submission

Attached is a submission of concern about the North Nowra Link Road - MP07-0037.

Note: As I am a foster carer, my name and address cannot be made available for publication.

[REDACTED]

17-March-2011

Daniel Keary  
Director, Infrastructure Projects  
Dept of Planning  
GPO Box 39  
Sydney, N.S.W., 2001

Dear Mr Keary

I am writing this letter as a resident of Bomaderry, a user of both the Bomaderry Creek Regional Park and the adjoining bushland and also as a concerned advocate of the preservation of biodiversity. I am writing to express my concern about Shoalhaven City Council's recent application to the Department of Planning for the North Nowra Link Road. I understand that Council is providing strong support for the Central Option, and this is claimed to be the only viable option. This claim is not logical and would place an already threatened habitat under stress and accelerate it towards an unrecoverable decline.

I am shocked at the proposal to plough a link road right through the middle of the regional park, splitting this protected bushland in two. How can this be a preferred option when another viable option is located at the northern end of the park and would minimise damage to habitat. How can this northern route be dismissed as a viable option when commissioned environmental assessment report identifies it as a superior outcome for all interests of recreation, biodiversity and the satisfaction of urban expansion. This northern route, called the West Cambewarra Road, option fully satisfies all traffic requirements and, indeed, would carry a fairer load of traffic once the Council executes its plans for significant urban expansion to the north in future years. It also minimises damage to habitat by skirting the northern edge of the park.

The central option called the Pitt Street to Narang Road option will require a much larger bridge than the northern option. The bridge will require substantial footings in the creek bed, removal of protected and threatened species and also visually impact the site of the town's earliest reliable water supply. This option also fails to fully cost appropriate access for the existing facilities off Narang Road and exposes the 3 way roundabout at the Narang Road/Princess Highway intersection

The southern route appears to have been included as a red herring. The route would impact a known feeding area for a nationally threatened and significant Grey-headed flying fox nursery, run through the habitat of the threatened Brittle Midge Orchid and pose large engineering challenges by cutting through a wide deep gorge. It also requires 3 residences to be acquired on the main road.

By the same logic as used in the assessment of predicted traffic levels, anyone could justify running a road through any one of Council's other prime green spaces, e.g. Harry Sawkins Park. Following this logic, a road through Harry Sawkins Park would eliminate the significant congestion on the Nowra bridge every morning during peak hour by directing flow away from the right turn into Bridge Street. This, in turn, would alleviate traffic congestion from Illaroo Road. The cost of this option would be far less than that of a link road. Construction could begin immediately. The destruction of public amenity by splitting the park in two would be outweighed by the needs of the motorists who could save a few minutes of their journey. This is just to demonstrate my point. I hope Council doesn't take me too seriously on this matter. Otherwise I would have to charge an expensive consultancy fee for such a creative idea.

Any reduction in real traffic leaving Illaroo road by provision of a link road will result in a change to phasing of lights at the Illaroo/highway intersection as indicated in the report. The main road flows would not improve without rephasing. Based on the figures provided by the now 5 year old traffic

flow analysis, any benefits to be gained by reducing traffic out of Illaroo Road will largely be offset by an unfavourable rephasing of the lights in favour of traffic along the Princes Highway. This will then be unfavourable to traffic exiting Bolong Road. Note that traffic volumes have significantly increased over the last 6 years and levels of congestion at the Illaroo Road/ Princes Highway/Bridge Street intersection have become plainly chaotic. The old traffic study does not account for this increase and it does not appear to have been recalibrated to current day traffic volumes. None of the link road options will alleviate this congestion so the perceived gains are unlikely to be realised.

None of the options considers the increase in noise levels at all hours of the day, but particularly in peak periods to those residences on the main road, the Princes Highway. By redirecting volumes of traffic that largely turn right out of Illaroo Road to travel over the bridge, back onto the Princes Highway further north will only exacerbate the issue of noise for all residents on the main road. Yet not one noise sampling was performed along the Princes Highway to determine a base measurement of noise for assessment. Increased traffic levels can only increase not decrease the average noise levels in this area. What data has been gathered to assess significant changes in noise levels for residents impacted unfavourable by any of the proposals? What noise abatement proposals have been made to avoid exceeding EPA guidelines?

Directing more peak hour traffic into a 40kph school zone along the Princes Highway at Bomaderry makes a lot of sense if you needed to slow traffic down approaching the Illaroo Road intersection. However, the increased volume also increases the hazard for traffic exiting West Bunberra Street, Nowra Anglican College and Narang Road in one hit. But perhaps the intent here is to actually slow traffic approaching the bridge at the morning peak hour. The traffic across the bridge already banks up to the school each morning. The traffic in holiday periods banks up to the Cambewarra Road roundabout. The traffic will surely bank up to the Narang Road exit every morning making the link road largely ineffective at this time. The siting of a major food chain service station at the Narang Road Princes Highway intersection is yet another interference to smooth traffic flow as its entrance will be just beyond the roundabout heading north.

The modelling of an 80kph limit via the Pitt Street/Narang Road option is not consistent with the preservation of wildlife that are currently using the regional park unless the higher speed limit is intended to reduce the levels of wildlife in the park. A higher limit will also be ineffective at improving the overall journey times during peak periods due to the chosen throttling points (roundabout at Narang Road end and priority intersection at Pitt Street end). The higher limit through protected bushland will also act as a red flag to many drivers who will choose higher speeds through this route. A more suitable speed limit for this central option is 60kph and would provide a sensible deterrent to speeding motorists, if only for the preservation of wildlife and the overall safety of pedestrians and park users. The traffic flows require remodelling to support the justifiable use of the safer speed limit. This will definitely have an impact on the central option being considered favourable. It would be wasteful to justify the link road through the centre of the park on the basis of assumed high speed limits only to require a necessary reduction in the speed limit due to public outrage a few years after its implementation. This would lose many of the time gains implied in the traffic study.

Serious consideration should instead be given to fast tracking plans for the Nowra town bypass. This development would satisfy most of the requirements for any proposed link road. An early stage could link up with the Princess Highway north of Bomaderry and provide the much needed second alternate egress from North Nowra in the event of emergency or significant blockage to Illaroo Road. It could take all traffic not destined for the Nowra CBD. Traffic can be directed away from residential areas. Traffic volumes across the existing bridges can be reduced. A second high volume river crossing would be provided, reducing the level of maintenance on the existing iron bridge, something the RTA considers a mounting nightmare. Urban expansion can still be pursued for the suburbs north of the river. Such road planning makes a lot of sense. Nowra has the highest level of unemployment for young people in the country. The project would add significant value to reducing unemployment in the region.

But setting all matters of traffic management aside, of prime importance in assessing the central option is the impact on the environment. The area through which the road is planned to cut is directly

adjacent to a cluster of unique plants found only in this bushland. This small cluster of Bomaderry Zieria is genetically unique. This plant can only propagate by cloning itself as the seeds are not viable. It has adapted itself to its environment over thousands if not tens of thousands of years. It is able to survive bushfire but it will not survive a bulldozer. It is currently protected within the park away from major traffic flows and even the majority of bushwalkers. To place a road immediately beside this habitat will severely restrict its ability to propagate and directly impact its viability.

To cut a viable environment in two is a neat strategy for making each half unviable, and then to turn threatened species into endangered species. Slicing up the habitat of the other threatened species found within the existing park boundary and adjoining riparian zones around Bomaderry creek does not make any sense. The declaration of the park is said to be upheld by one of the strongest environmental protection acts in Australia and excision of the middle of the park for a road would require Federal intervention. But to do so would be a sign of our disrespect to the environment to overrule such protection for the sake of a few minutes travel. What would you rather do? Save a few minutes each day only to lose it again crossing the bridge or spend a couple of hours wandering through a treasure so close to town?

We must value this species as we value our commitment to biodiversity on our planet. We do not fully understand how interconnected nature is until part of it disappears forever. We must not destroy this viable environment with a "viable" road. Our environmental standards must be cast in stone, not clay.

The amount of time provided to examine these link road proposals is inadequately short. The report is clearly 6 years in the making, based on the sources for some of the supporting data. A 30 day analysis and reply period is not appropriate. An extension of time is required to prepare a more detailed response, lest a hasty, politicised decision be made at the public's expense.

I am a foster carer and for reasons of security, my name and address cannot be published in any public forum or on any web site. Please blank out my name and address if posting my letter for comment or review.

Yours sincerely,

A black rectangular redaction mark covering the signature of the sender.