



SNOWY MONARO
REGIONAL COUNCIL

ATTACHMENTS TO REPORTS

(Under Separate Cover)

Ordinary Council Meeting

26 July 2017

**ATTACHMENTS TO REPORTS
FOR
ORDINARY COUNCIL MEETING
WEDNESDAY 26 JULY 2017**

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Planning &
Environment

2036

**South East
and
Tablelands**

**Regional
Plan**



SOUTH EAST AND TABLELANDS REGIONAL PLAN 2036
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Cover image: *Bushwalkers at Thredbo*, courtesy of *Thredbo Alpine Village*



Foreword



The South East and Tablelands is renowned for its diverse landscapes that include an unspoilt coastline, green hinterlands, the spectacular high country of the Australian Alps, heritage towns and glorious countryside.

With Canberra providing access to world-class hospitality and cultural institutions, the region is an amazing place to live and visit.

The *South East and Tablelands Regional Plan 2036* is our blueprint for the next two decades - reflecting community and stakeholder aspirations and opportunities for balanced growth, while protecting the region's amazing natural environment.

The Plan aims to leverage the region's significant infrastructure assets. The Port of Eden, Canberra Airport, strategic transport links, and access to other global gateways such as the ports of Melbourne, Port Kembla and Botany and Western Sydney Airport will drive a prosperous economic future.

The region's landscapes underpin innovative opportunities in tourism, renewable energy, aquaculture and agriculture. International flights into Canberra and cruise ships into Eden will bring more visitors to enjoy authentic natural and cultural experiences and food and wine trails.

Protecting diverse environments including wilderness areas, coastal lakes and estuaries and the Batemans Bay Marine Park is essential to the region's long-term sustainability and prosperity.

A range of housing options, especially in areas that share a border with the ACT, will support the growing population. Local housing strategies and high-quality urban environments will promote healthy communities.

The special connection to the ACT requires a close relationship with the ACT Government to seamlessly manage cross-border servicing, infrastructure provision, transport, freight networks and housing. The ACT and NSW Memorandum of Understanding formalises ongoing collaboration between the two governments to deliver outcomes for the broader Canberra region.

We recognise and acknowledge the traditional custodians across the South East and Tablelands. They are important partners in the economic, social and environmental future of the region and we will work in greater collaboration into the future.

The *South East and Tablelands Regional Plan 2036* encompasses the vision, goals and actions that will deliver greater prosperity for those who live, work and visit the region.

I look forward to working with all our stakeholders to support the region's future.

Anthony Roberts MP

Minister for Planning
Minister for Housing
Special Minister of State





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Introduction

The South East and Tablelands offers snow, surf and rural living with easy connections to Canberra and Sydney

The population of the region is projected to increase by 45,450 people between 2016 and 2036, mainly in places within commuting distance of Canberra and Sydney, in the strategic centres and along the coast.¹

The combined population of the local government areas within an hour's commute of the ACT, and the Territory's population itself, will increase to more than 660,000 by 2033 – a larger population than the Gold Coast today.

The *South East and Tablelands Regional Plan 2036* represents a collaborative approach that closely integrates and aligns with the strategic planning for Canberra. This collaboration can unlock the enormous potential of a 'borderless region' – a place that will thrive regardless of State and Territory jurisdictions.

The Port of Eden and Canberra Airport will enhance access to national and international markets. More diverse tourism opportunities in the Snowy Mountains will strengthen long-term resilience.

This region faces an exciting future – and the *South East and Tablelands Regional Plan 2036* is the blueprint to deliver that future.

The Plan guides the NSW Government's land use planning priorities and decisions over the next 20 years. It is not intended to be a step-by-step approach to all land use planning. Rather, it is an overarching framework to guide more detailed land use plans, development proposals and infrastructure funding decisions.

The Implementation Plan that accompanies this Plan includes a series of priority actions, and identifies medium- and longer-term actions to coincide with population and economic change.

The Local Government Narratives set out priorities for councils to guide further investigations and implementation.

The *South East and Tablelands Regional Plan 2036* is the product of extensive consultation with councils, stakeholders and the wider community, following the release and exhibition of a draft Plan in 2016. The feedback from this consultation has been integral to this final Plan.

The *South East and Tablelands Regional Plan 2036* provides the strategy necessary to deliver the vision for the region.

South East and Tablelands infrastructure investments

The NSW Government is supporting the South East and Tablelands economy and communities through the following infrastructure investments:

- \$187 million for the South East Regional Hospital at Bega;
- \$120 million for the Goulburn Hospital redevelopment;
- \$44 million to extend the breakwater wharf at the Port of Eden;
- \$25 million for safety upgrades to the Kings Highway;
- \$50 million for the Queanbeyan bypass and Ellerton Drive extension; and
- \$50 million for the redevelopment of Bowral Hospital.

Canberra Airport Passenger Movements
 2011-2033



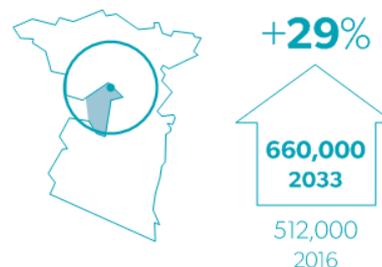
Snowy Mountains Visitors
 2016



Renewable Energy Sector
 2011



Population within 1 hr of Canberra
 2016-2033



Cherry Supply
 2011



South Coast Oyster Industry
 2011



Travel to Sydney for Employment
 2011



Travel to Canberra for Employment
 2011



Delivering the Plan

The NSW Government's commitment



To deliver the *South East and Tablelands Regional Plan 2036*, all levels of government, the private sector and the community will have to work together. The Plan needs to be incorporated into each stakeholder's future activities.

Coordination

The NSW Government has established the South East and Tablelands Delivery, Coordination and Monitoring Committee to deliver, coordinate and be accountable for achieving the vision and goals of the Plan (see Figure 1). This is a dedicated new body comprising representatives from the Canberra Region Joint Organisation and State agencies. It will listen to and work with stakeholders to make sure that growth is aligned with infrastructure and support growth and change in the region.

Delivery

The Committee will take ownership for implementing this Plan – prioritising the actions needed to seize on immediate and emerging

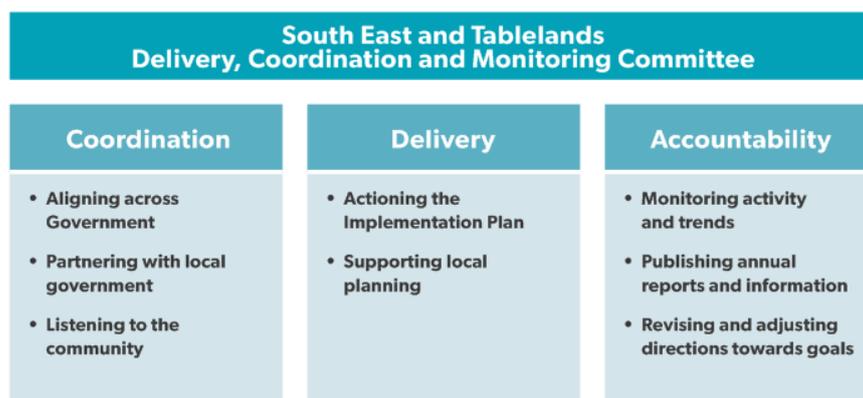
opportunities for the region. In the short term, its focus will be on coordinating infrastructure in a cross-border setting, supporting tourism opportunities and protecting important agricultural and environmental land. Over time, new priorities will be identified to support growth and change in the region.

The Plan sets regional planning priorities and provides a framework for regional and local planning decisions. The NSW Government will use this Plan to advise infrastructure agencies about the timing of new developments. This will inform ongoing planning and the delivery of infrastructure, asset management and services.

The Plan sets in place line-of-sight land use planning for the region, subregions and local government areas. Line-of-sight planning will allow issues to be identified and resolved early, rather than at the development application stage.

An Implementation Plan for 2017-2019 accompanies this Plan.

Figure 1: **South East and Tablelands Delivery, Coordination and Monitoring Committee**



Regional district planning may be undertaken in a partnership with all stakeholders, led by the Committee. Potential priorities for regional district planning are highlighted in this Plan where matters cross jurisdictional boundaries.

A Government direction will be issued so that when councils prepare new planning proposals or update local planning controls, they are consistent with the vision and guiding principles of this Plan.

The Local Government Narratives provide detailed guidance for each council. The Committee will support the preparation of local land use strategies that translate the vision and guiding principles of this Plan into more detailed priorities for growth and change that can be applied at the local level.

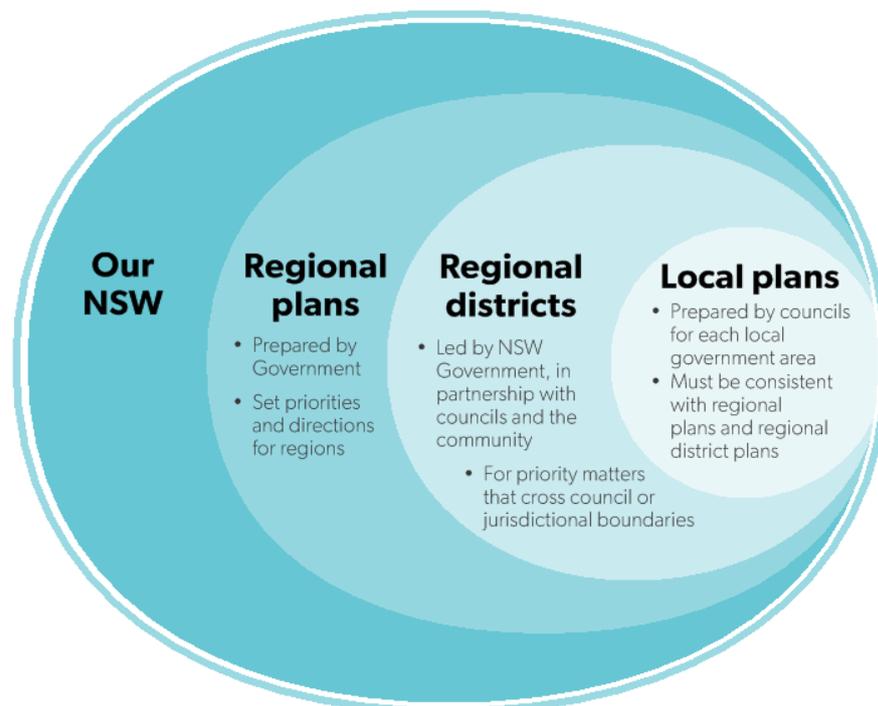
Accountability

The Committee will monitor and review progress towards achieving the vision and goals for 2036. This will help prioritise infrastructure delivery and influence policy settings.

An annual report will be prepared that considers indicators for housing, employment, communities and the environment, as well as advice to government on the delivery of short-term actions.

Every five years, or as necessary, the Plan will be reviewed and adjusted to make sure the vision for 2036 is realised.

Figure 2: **State planning hierarchy**



Vision

A borderless region in Australia's most geographically diverse natural environment with the nation's capital at its heart

In 2036, more than 320,000 people live in the South East and Tablelands, enjoying varied and distinct scenic landscapes from the highlands to the coast. Visitors seek out vibrant arts and cultural experiences, as well as year-round recreation and adventure activities.

The South East and Tablelands is part of a borderless region with Canberra as the Metropolitan City at its heart. Canberra Airport is the catalyst for diverse growth opportunities for farmers and agricultural producers, who supply markets across Asia. People from across the region access the jobs and services in the nation's capital. The integrated relationship between the ACT and the South East and Tablelands as a unified 'Canberra region' offers a stronger, growing economy within Australia's most geographically diverse natural environment.

Queanbeyan, Cooma, Young, Bega, Batemans Bay, Goulburn and Moss Vale leverage advances in information technology, creating smart work opportunities that connect people physically and digitally.

Tourism and agricultural exports are expanding through the region's strategic location and connections to global markets and metropolitan centres in Canberra, Western Sydney and the Illawarra. Canberra Airport is exporting the region's produce to Asia and welcoming international tourists. Innovative and sustainable approaches to agriculture and aquaculture are acknowledged internationally. The region is known for its high quality clean and green products.

The Port of Eden is a global gateway and a hub for cruise ships and marine activity, drawing visitors to indulge in the world renowned cultural, wildlife and food-based experiences.

International and domestic visitors visit the Snowy Mountains and the South Coast throughout the year, staying at one of the many beaches between Batemans Bay and the Victorian border or hiking to the top of Australia's highest peak, Mount Kosciuszko. Internationally recognised food and wine offerings in Young, Murrumbateman and Bowral and eco-based tourism and cultural trails such as the Bundian Way add to the diverse mix of visitor experiences.

The region is a hub for renewable energy excellence with the Snowy Mountains Hydro-Electric Scheme, Gullen Range Wind Farm and Woodlawn Bioreactor. It is leading responses to the challenges of climate change, natural hazards and sustainable water supplies for urban use.

Communities enjoy better walking and cycling paths, and public and community transport. People have easy access to a greater range of health and education services. Neighbourhoods are healthy, safe places where people feel welcome. They provide a contemporary mix of cutting-edge water and energy efficiencies, while celebrating their distinctive character and heritage.

New homes are located in places that make the best use of infrastructure and services. The type of new housing is more diverse, and better suited to the growing and ageing population. New housing is also contributing to housing affordability and the demand for visitor accommodation.

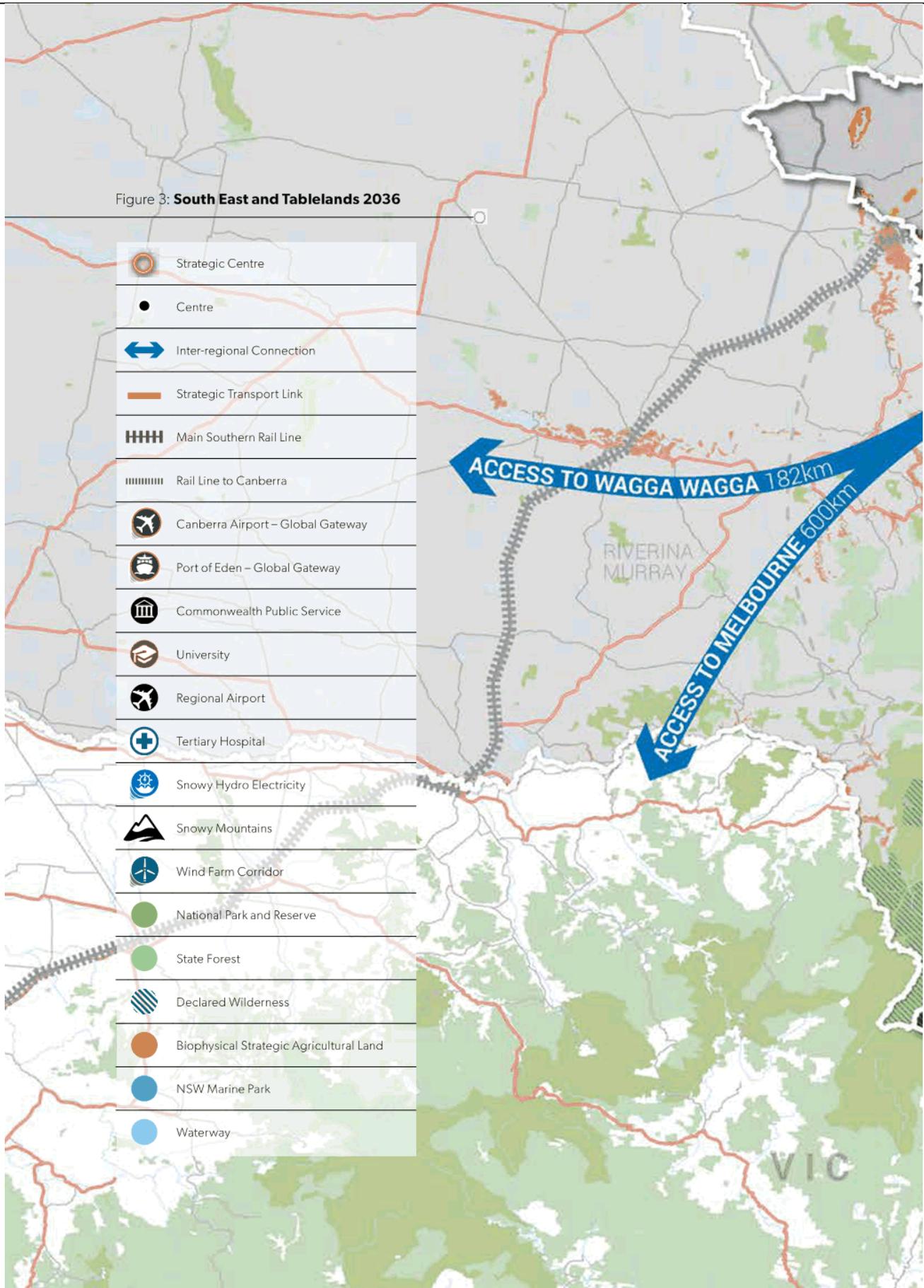
***To achieve this vision,
the NSW Government has:***

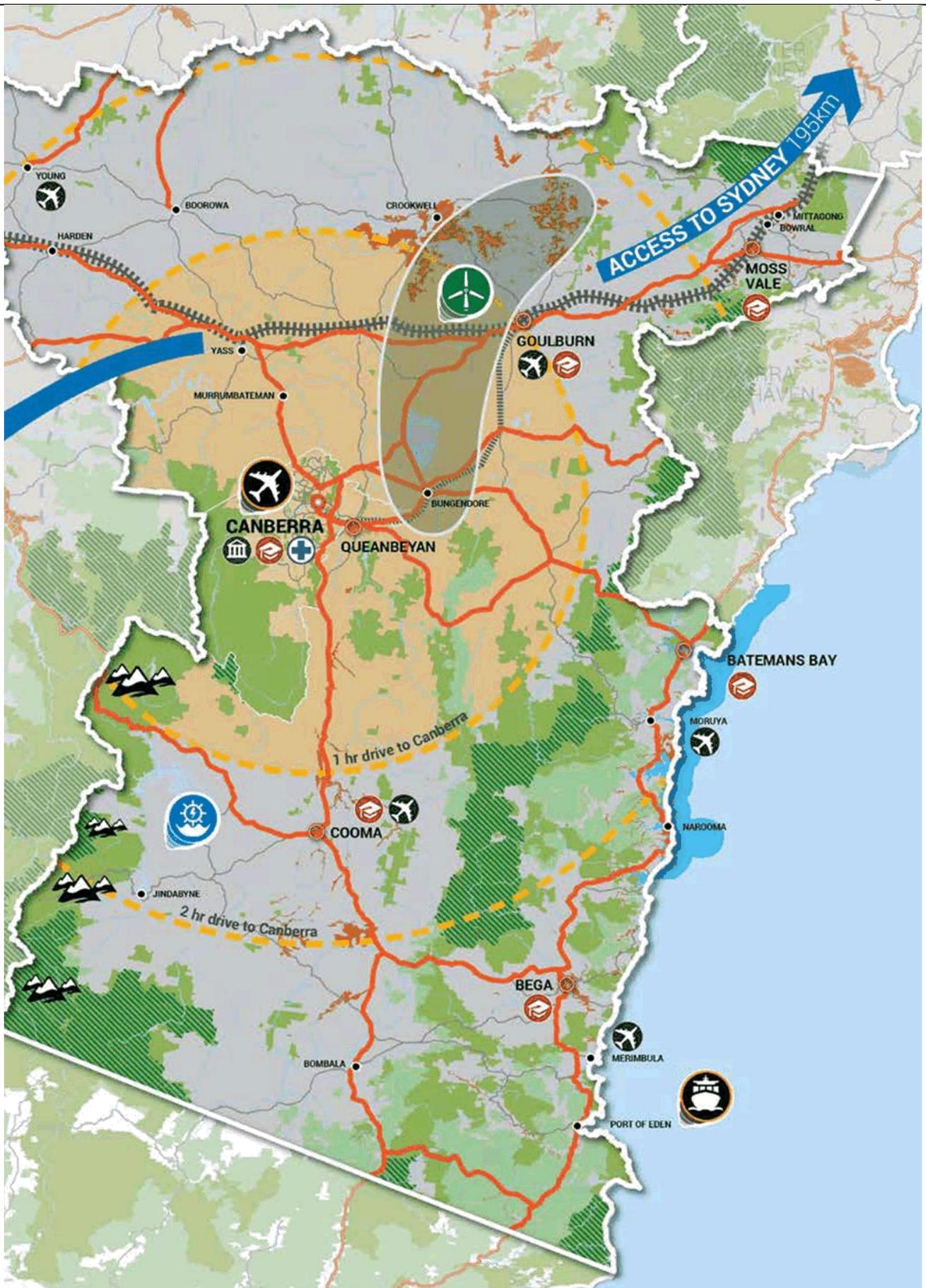
***committed to collaborating with
the ACT to leverage opportunities
from the borderless 'Canberra
region' and ...***

set the following regional goals:

- **A connected and prosperous economy**
- **A diverse environment interconnected by biodiversity corridors**
- **Healthy and connected communities**
- **Environmentally sustainable housing choices**

Figure 3: South East and Tablelands 2036





A connected and borderless Canberra region



A key component in the success of the South East and Tablelands

Canberra and the South East and Tablelands are intrinsically linked. Canberra's transport connections, educational institutions, tertiary health services and employment will be accessed by people within NSW, while the region continues to offer a greater diversity of housing, experiences and opportunities beyond the ACT's limits.

The ACT and NSW Memorandum of Understanding for Regional Collaboration underpins shared jurisdictional planning in the region. Initially signed in 2011 and re-committed to in November 2016, the Memorandum renews outcomes and prioritises service delivery focus within the broader 'Canberra region'. A letter of intent has also been signed by the ACT Government and Queanbeyan-Palerang Regional Council to improve road, cycling and walking connections and to plan for required infrastructure.

The *South East and Tablelands Regional Plan 2036* represents a new approach. It takes a cross-border approach to economic investment, infrastructure delivery, servicing provision and housing development. This will facilitate sustainable growth and optimise economic prospects.

Accessing global markets to drive regional economic development

Canberra Airport's international passenger and freight terminal is a tourism and export gateway, specifically in terms of movements from Singapore and New Zealand. Singapore provides access to the fast-growing Asian markets, particularly China. New Zealand provides an opportunity to attract leisure, government, business and education visitation.

The region offers a diverse and unique tourism mix across both jurisdictions. Visitors can enjoy adventure and recreational activities of skiing and surfing, and many different food and wine, cultural and nature-based experiences in places like the Snowy Mountains, the South Coast, or iconic rural hinterlands. Canberra's capital city status gives the region's access to world-class cultural and heritage institutions, such as the National Gallery of Australia.

Connecting with Canberra for jobs and services



20%

of South East and
Tablelands workers
commute to the ACT

2015



20%

of ACT public hospital
admissions involve
NSW residents

2013

Increasing numbers of domestic and international tourists will enable the region to be one of NSW's premier year-round destinations. This is helped by the \$44 million investment to extend the breakwater wharf at the Port of Eden to attract larger cruise ships to the region's south.

Canberra Airport will give producers access to growing Asian markets through various trade agreements. The region's high quality, niche, clean and green produce will underpin future growth. For example, live oysters from the South Coast are exported to Asia within 30 hours of harvest. Collaborative approaches and industry cooperatives will allow smaller producers to access larger export markets. To solidify these benefits, important agricultural land will be identified and opportunities for value-added activities such as boutique foods and beverages will be promoted.

ACT Planning Strategy

The *ACT Planning Strategy* (2012) sets Canberra's economic, social and environmental aspirations. The Strategy focuses on:

- intensifying urban development around Canberra's existing centres and corridors, including a target to deliver 50 per cent of new housing through urban intensification;
- expanding greenfield sites around Gungahlin and Molonglo Valley; and
- improving transport connections for the 20,000 people travelling into Canberra from NSW each day.

The Strategy acknowledges that Canberra's success depends on its relationship to surrounding areas. It acknowledges the importance of regional collaboration on biodiversity, transport and economic development. A five-year review of the Strategy will commence in 2017.

Connecting with Canberra for jobs and services

Canberra's growth will provide a wider range of service and job opportunities in public administration, professional services and education. Efficient travel to and from the ACT is therefore critical.

To meet this challenge, the NSW and ACT Governments will continue to collaborate to address legal and contractual barriers for public transport, including inconsistencies in fares, services and timetables. Other measures include park and ride facilities at key junctions and integrating community transport services into the overall transport system.

Further investment in the road network will improve access to the ACT's jobs and services. Existing projects include upgrades to the Barton Highway, linking the ACT and Southern Tablelands with Western NSW, and the Kings Highway between Queanbeyan and Batemans Bay.

Leveraging an interconnected housing market

The type of housing available within an hour of Canberra is driven by the ACT market, particularly in Queanbeyan-Palerang and Yass Valley local government areas, where people seek more affordable housing or larger blocks. Similarly, on the South Coast, many ACT residents own or rent holiday homes, or move there once retired.

While each jurisdiction plans for its own population growth and accompanying infrastructure and service delivery, the unique NSW-ACT cross-border relationship requires both jurisdictions to plan for a greater population than that within their own boundaries.

Rather than isolated land releases, a more strategic approach to housing will make the best use of existing infrastructure and maximise investment in planned infrastructure.

A cross-border land and housing monitor will better track and forecast housing land releases so that all levels of government have a better understanding of the infrastructure and service implications arising from growth, particularly close to the ACT.





GOAL 1

A connected and prosperous economy

The South East and Tablelands has a diverse economy, underpinned by connections to Canberra and Sydney and varied agriculture and tourism opportunities. It is a hub for renewable energy generation, and its nature-based tourism – including skiing, surfing and bushwalking – attracts increasing numbers of domestic and international visitors.

The region's prosperity relies on an efficient transport network, a healthy rural and natural environment, and a collaborative relationship with the ACT.

Access to global gateways at the Port of Eden and Canberra Airport are providing greater exposure to national and international tourism and export markets. Improved connections to Port Kembla, Port Botany, the Port of Melbourne and Western Sydney Airport will give a competitive advantage.

Considerable demand from middle-class Asian markets, combined with the ability to transport produce from Canberra Airport to Singapore and beyond to 11 Chinese cities, can be a game changer for agricultural exports.

The Snowy Mountains, the South Coast and the rural hinterland offer rich recreational experiences including food, wine and cultural trails. These areas can capitalise on international tourism demand to grow the visitor economy.

The Australian Government is likely to continue to be the biggest employer, with a 20 per cent share of jobs.² People who commute to Canberra will benefit from a greater diversity of work opportunities in public administration, professional services and defence.

Communities in the north of the region, including Moss Vale, Goulburn and Crookwell, will benefit from investment in Western Sydney, enhanced digital connections, sustainability and value-added agriculture.

Priority growth sectors for the South East and Tablelands

This Regional Plan focuses on the following priority growth sectors to diversify the economy:

- tourism;
- agriculture and aquaculture;
- freight and logistics;
- health, disability and aged care;
- public administration and defence;
- education and training; and
- renewable energy.

The planning system needs to respond to the specific needs of these sectors to generate economic growth.



Direction 1: Leverage access to the global gateway of Canberra Airport

Canberra Airport will drive economic growth in the region. It is expected to generate over 21,000 jobs by 2030 and contribute \$2.42 billion per year to the regional economy.³

As there is no aircraft noise curfew, its international services are unconstrained. Its passenger terminal has capacity to offer more services, and the master planned freight precinct offers a realistic alternative to Sydney Airport.

Canberra Airport’s ongoing ability to operate and expand its services cannot be jeopardised by residential development.

Some freight routes across the ACT border are inefficient, and this will intensify as the South East and Tablelands grows. Improving the ability to move freight across the ACT border will better enable agricultural producers to access export markets through the airport. Consistent information on freight movements across jurisdictions will improve the planning for and efficiency of the freight network.

Networking Canberra Airport’s international operations into the region’s other airports, including those in Moruya and Merimbula, will increase exposure to other markets. Existing master plans aim to develop transport, tourism and commercial precincts around these regional airports.

Actions

- 1.1 Protect Canberra Airport’s current and future operations by maintaining restrictions on the location of nearby residential development.
- 1.2 Enhance data sharing on freight movements between the NSW and ACT Governments to improve freight planning and management.
- 1.3 Plan for compatible and complementary economic development opportunities around the region’s airports, including in Moruya and Merimbula.

Canberra Airport Catchment

2011



900,000
 people live within a 2.5 hour drive

Port of Eden

2016-2017



14
 cruise ship visits

19,258
 passengers



Direction 2: Enhance tourism and export opportunities through the Port of Eden

The Port of Eden is the third deepest natural harbour in the Southern Hemisphere, making it ideal for large vessels. This working port is a premier location for whale watching, an emerging cruise destination and home to one of the largest fishing fleets in NSW. It is also home to Snug Cove, a popular refuge for yachts.

The port accommodates a Royal Australian Navy wharf and is the primary woodchip export site in Australia, supporting a strong timber industry in the region. General cargo is processed at the multipurpose wharf in Twofold Bay and the port includes an eight-hectare cargo storage facility.

The \$44 million extension of the breakwater wharf will allow more cruise vessels to visit, and a wave attenuator will improve the safety within the harbour.

The significant increase in passenger numbers from cruise ships will draw tourists to visit the world-class network of national parks and pristine marine parks, and experience wildlife events such as the migration of humpback and other whales or food journeys like the Oyster Trail. As a tourism gateway, the Port of Eden provides access to snow-based and eco-tourism activities that set the region apart.

Investment in the Port of Eden will benefit from additional landside infrastructure including a cruise terminal, more diverse local tourism services, and improved connections to Canberra Airport. This would boost visitor numbers and offer greater economic opportunities for local businesses, such as supplying quality regional seafood and produce to cruise ships.

The NSW Government is developing a long-term Cruise Development Plan to help NSW plan for the forecast growth in cruise ship calls and passenger numbers and to capitalise on opportunities to grow overnight visitor expenditure.

The Port of Eden, smaller ports in Batemans Bay and Bermagui, as well as boating harbours, marine parks and aquatic reserves offer opportunities for recreational boating, water sports, fishing, and commercial charters and touring experiences, such as whale and dolphin watching.

Actions

- 2.1 Promote business and industry development to attract visitors and cruise vessels to Eden.
- 2.2 Develop a strategy to encourage marine-based tourism along the South Coast and Illawarra-Shoalhaven.
- 2.3 Foster opportunities for embarkation and disembarkation facilities around wharf infrastructure to support marine-based tourism.
- 2.4 Protect port-related infrastructure at the Port of Eden from encroachment through local environmental plans.
- 2.5 Continue to implement actions and prioritise investment in boating infrastructure as identified in relevant regional boating plans to improve boating safety, boat storage and waterway access, including better launching facilities for marine-based tourism.

Left: Canberra Airport

Above: Sunset, Port of Eden



Direction 3: Develop the Snowy Mountains into Australia's premier year-round alpine destination

The Kosciuszko National Park, ski resorts and the nationally iconic Snowy River create a strong tourism economy, driven mainly by skiing and related winter sport experiences over a high season of 16 to 18 weeks. The sustainability of natural snow conditions within a changing climate will be a challenge if the area is to capitalise on the higher number of visitors who arrive through Canberra Airport.

This can be partly addressed by promoting an extended tourism season that will make the Snowy Mountains and Snowy River, like Queenstown New Zealand, a year-round destination for mountain biking, bushwalking, horseriding, kayaking, cultural and educational tourism, and recreational fishing.

An increase in visitor numbers requires better parking access, public facilities, signage and boat launching facilities. A Visitor Economy Strategy for the Snowy Mountains will identify investment opportunities agreed to by relevant stakeholders.

Actions

- 3.1 Enhance opportunities for visitation and recreation on the Snowy River by improving access and signage.
- 3.2 Develop a Visitor Economy Strategy for the Snowy Mountains.
- 3.3 Investigate opportunities for improved access to the Snowy Mountains through flexible transport options, improved connections through existing transport modes, and air travel.

Direction 4: Leverage growth opportunities from Western Sydney

Western Sydney is Australia's third largest economy, with a bigger population and greater number of jobs than either Adelaide or Perth.⁴ It is home to 2.2 million people and is expected to grow by 32 per cent over the next 15 years.⁵

The new Western Sydney Airport will be an important aviation, innovation and business hub increasing access to a range of employment opportunities for South East and Tablelands workers living in commuting distance. Already, almost 16 per cent of the resident workforce of Wingecarribee local government area commutes to Sydney for work.⁶

The South East and Tablelands should be promoted as an affordable place for Western Sydney-based industries to relocate and expand. It offers access to the M7 and M5 motorways, less pressure on land for urban development and a skilled workforce.

The region, especially Wingecarribee and Goulburn-Mulwarree local government areas are well positioned to use Western Sydney's growth as an impetus to create new jobs. The availability of jobs enables economic development, and employment lands at Goulburn or the Moss Vale Enterprise Corridor offer well located opportunities.

High quality infrastructure, including electricity, gas and telecommunications, must be available to service businesses and industries. For example, a deficiency in the gas network to service Harden has been identified as a barrier to attracting more diversity in the agricultural sector, including poultry farming, and capturing growth opportunities from Western Sydney.

Actions

- 4.1 Foster initiatives to promote the South East and Tablelands as a suitable place for businesses to relocate.
- 4.2 Maintain a supply of appropriately serviced employment land to create opportunities for new industrial development.
- 4.3 Monitor development so that infrastructure planning responds to investment opportunities.



Skiing at Perisher



Stone Fruit Supply 2011



of State production

Bega Cheese Production 2016



9.3b
consumer serves

95,000
tonnes produced

Direction 5: Promote agricultural innovation, sustainability and value-add opportunities

Farmers are becoming directly involved in retail, marketing and value-adding or secondary processing including small species abattoirs, Bega Cheese's processing and packaging unit, and regional saleyards such as the South Eastern Livestock Exchange in Yass.

Building innovation and sustainability into the agricultural sector will improve the sector's adaptability and ability to maintain high quality, clean and green produce. Digital technology creates greater efficiencies and cost competitiveness by improving the productivity and quality of produce or developing sustainable farm management practices.

The proposed Bega Cheese and the CSIRO agricultural research facility at Boorowa will enable research and development into innovative farming practices and new technologies to sustain production and productivity, open new market opportunities and maintain a competitive edge.

The South East and Tablelands is a major cherry producing region for NSW. Over 80 per cent of NSW cherry exports are destined for Hong Kong, Malaysia and Singapore markets.⁷ The timing of the region's seasonal agricultural production provides opportunities for producers to expand supply to global markets in the Northern Hemisphere.

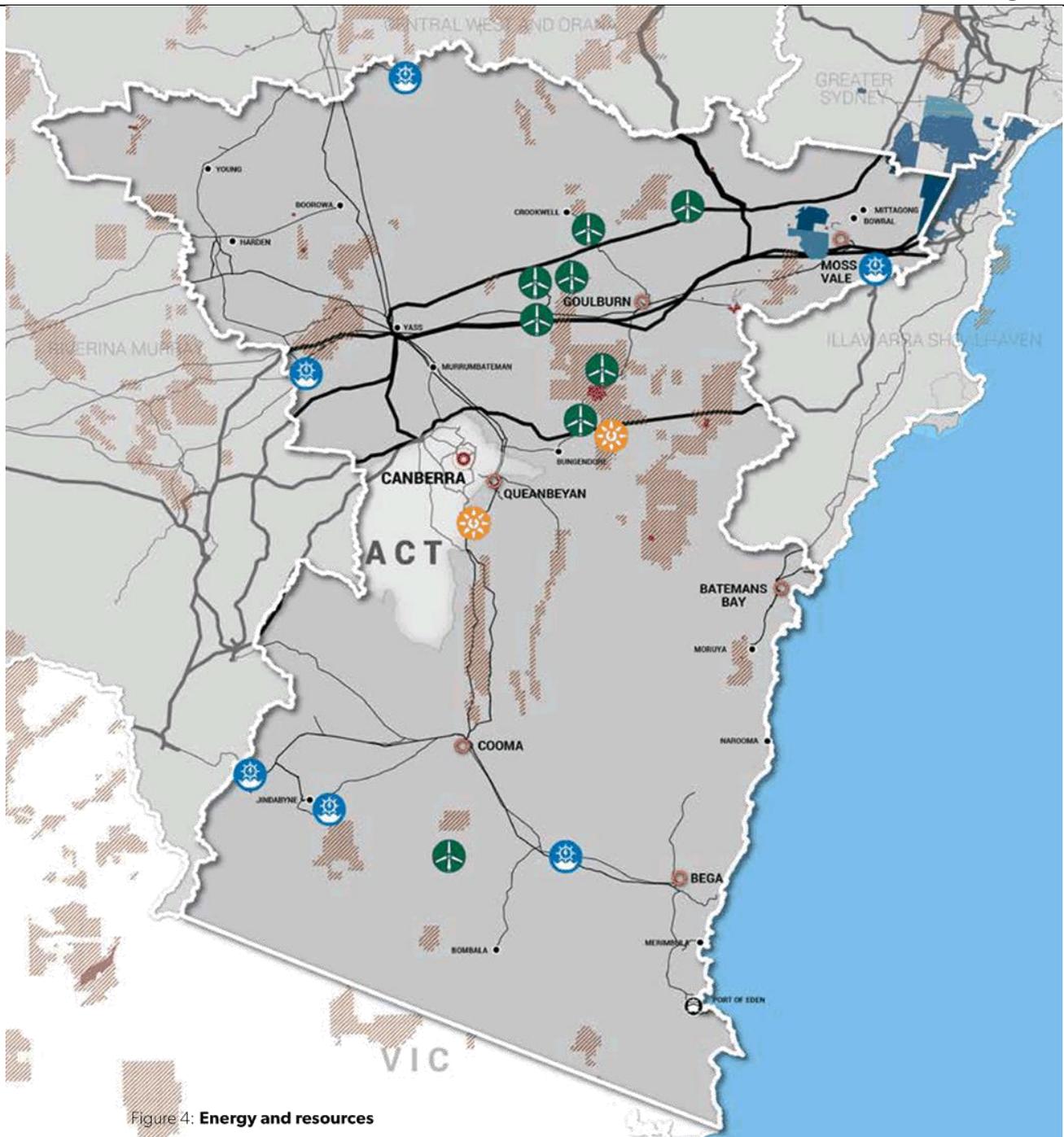
Small-scale producers of boutique foods and beverages such as truffles, processed meats and wines could access larger markets through collaborative approaches and industry cooperatives. These activities can promote regional tourism opportunities through farm stays, farm gate trails, food events and farmers markets in Young, Bungendore, Braidwood and Moruya.

Value-added agriculture opportunities need access to the regional freight network, utility infrastructure, skilled labour and export markets. New development must not create or exacerbate land use conflicts.

Actions

- 5.1 Promote commercial, tourism and recreational activities that support the agricultural sector.
- 5.2 Encourage value-add agricultural opportunities through flexible planning provisions in local strategies and local environmental plans.
- 5.3 Encourage co-location of related value-added agricultural industries to maximise infrastructure, decrease supply chain costs, increase economies of scale and attract further investment.
- 5.4 Promote opportunities to better connect the agricultural industry to export markets.

 Cheese production, Bega



An interactive renewable energy resources map is available at www.resourcesandenergy.nsw.gov.au

Direction 6: Position the region as a hub of renewable energy excellence

The South East and Tablelands offers natural advantages in wind, hydro and solar energy generation. Already, the cluster of wind farms between Queanbeyan and Crookwell, as well as at Boco Rock, and the Snowy Mountains Hydro-Electric Scheme, lead the provision of renewable energy. Further investment to increase the capacity of these facilities would enhance the region's reputation as a hub for renewable energy.

The region can also draw on the significant innovation and research on renewable energy from the Australian National University in Canberra. It can also take advantage of the established network of high voltage transmission lines that traverse the region, the NSW Government's target for net zero carbon emissions by 2050, and the ACT Government's renewable energy target of 100 per cent by 2020.

Becoming a renewable energy hub aligns with the work of the South East Region of Renewable Energy Excellence, an industry initiative to position the South East and Tablelands as a region of excellence for Australia's renewable energy industry.⁸

The NSW Government's *Renewable Energy Action Plan (2013)* guides renewable energy development and aims to streamline negotiations between network service providers and investors to make timeframes for grid connections in NSW more competitive. The Action Plan also encourages early and effective community engagement in renewable energy projects.

Actions

- 6.1 Identify opportunities for renewable energy industries.
- 6.2 Develop analytical tools to map large-scale renewable energy potential.
- 6.3 Encourage the co-location of renewable energy projects to maximise infrastructure, including corridors with access to the electricity network.

- 6.4 Promote best practice community engagement and maximise community benefits from renewable energy projects.
- 6.5 Promote appropriate smaller-scale renewable energy projects using bioenergy, solar, wind, small-scale hydro, geothermal or other innovative storage technologies.

Direction 7: Grow the South Coast's aquaculture industry

The South Coast supplies oysters, mussels and scallops to international as well as domestic markets. The coast's 103 oyster farmers mainly produce Sydney Rock Oysters and smaller quantities of Native Oysters and Pacific Oysters.⁹ Significant land-based aquaculture will continue, including the farming of freshwater fish species such as trout, Murray cod, barramundi and yabbies.

The South Coast's oysters, mussels and scallops have an international reputation as being safe, sustainable and of high quality. The area known as Australia's Oyster Coast attracts increasing numbers of visitors keen to taste premium oysters from estuaries stretching 300 kilometres along the coast. Live oysters now can be delivered to Asia within 30 hours of harvesting.¹⁰

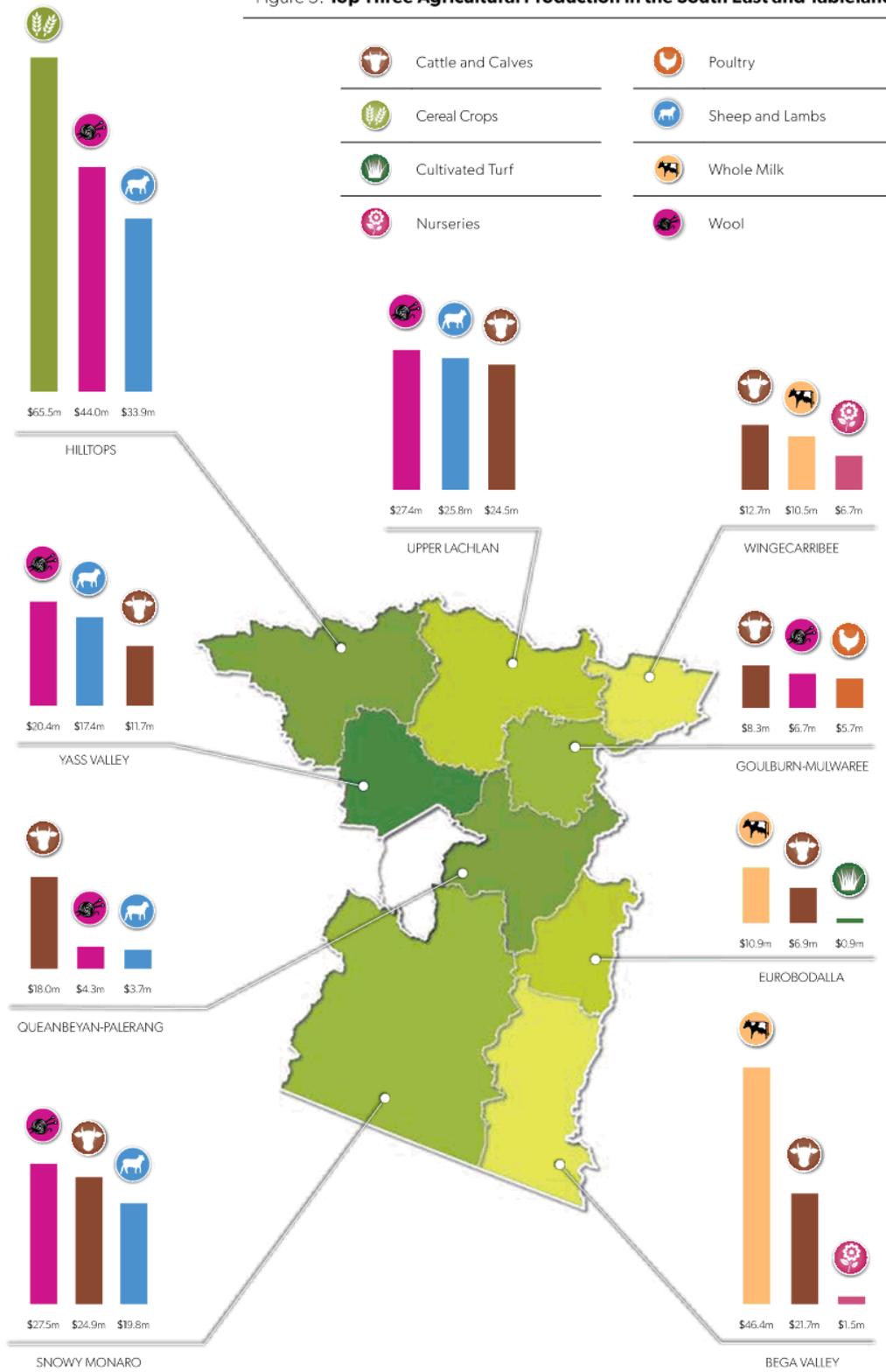
International and domestic demand exceeds supply, requiring the industry to expand production, while retaining its premium quality.¹¹ The industry is addressing the shortage of oyster spat from the recent Pacific Oyster Mortality Syndrome virus affecting Tasmanian hatcheries, and requires suitable land for a hatchery close to waterways with the right infrastructure.

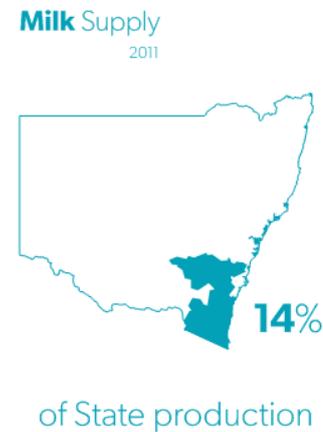
The South Coast's aquaculture catchments will be protected from urban development and other activities that can negatively impact water quality.

Actions

- 7.1 Facilitate the development of a shellfish hatchery to safeguard oysters and other shellfish production.
- 7.2 Minimise the impacts of development on aquatic habitats in aquacultural estuaries.
- 7.3 Promote opportunities to better connect the aquaculture industry to export markets.

Figure 5: **Top Three Agricultural Production in the South East and Tablelands**





Direction 8: Protect important agricultural land

The South East and Tablelands offers stable and favourable growing conditions and easy access to export markets. It is well placed to take advantage of growing demand from Asia and the Sydney Basin, where the capacity to feed residents is forecast to drop from 20 per cent of food demand to less than six per cent over the next 15 years.¹⁰

This requires a critical mass of agricultural industries that can increase productivity, sustain employment and contribute to a secure, local fresh food supply.

The NSW Government’s 2014 Biophysical Strategic Agricultural Land mapping identifies agricultural land of significance to the State. This could be complemented by regional-scale mapping that reflects regional climatic and geological conditions, and regional industry needs.

Important agricultural land will be mapped to guide planning decisions, local environmental plans and infrastructure investment, and to provide information on important agricultural industries and resources. They may include biophysical attributes and socio-economic data.

The protection of agricultural land also requires the management of biosecurity risks, which increase as a result of trade, the spread of feral and exotic species, tourism, climate variability and competing priorities for resources. These issues can be managed by applying the recommendations of biosecurity plans in land use planning decisions.

Actions

- 8.1 Map important agricultural land to better inform strategic and local planning processes.
- 8.2 Protect identified important agricultural land from land use conflict and fragmentation and manage the interface between important agricultural land and other land uses through local environmental plans.
- 8.3 Develop profiles of the leading agricultural industries to guide future investment decisions.
- 8.4 Minimise biosecurity risks by undertaking risk assessments that take into account biosecurity plans, and applying appropriate buffer areas.



Direction 9: Grow tourism in the region

Visitors to the South East and Tablelands enjoy year-round access to mountains, coasts and rural hinterlands, as well as Canberra’s world-class cultural institutions, such as the National Museum of Australia, the Australian War Memorial and the National Gallery of Australia.

The promotion of the diversity of experiences in the broader ‘Canberra region’ will recognise the South East and Tablelands as an important component of the ACT’s visitor economy.

Canberra Airport’s international links will create a global gateway to significant visitor destinations in the capital and surrounding region. Western Sydney Airport will provide another gateway for visitors. The region will also continue to be promoted as a destination for local visitors from Sydney and the Illawarra.

To capitalise on increased visitation from Asia, the region will showcase its clean and green reputation through locally grown produce from providores and farm gates. The variety of experiences can be expanded through the sustainable use of national parks, Crown Lands, agricultural lands and other assets. This can attract people interested in nature- and eco-based experiences, agri-tourism, adventure experiences (such as canoeing and mountain biking) or arts and cultural activities such as those offered on the Bundian Way.

Tourism places pressure on transport systems and services, particularly during holiday periods. An efficient transport system is critical to tourism growth.

Actions

- 9.1 Enhance the broader tourism offering by collaborating with Visit Canberra and the ACT Government.
- 9.2 Encourage tourism development in natural areas that support conservation outcomes.
- 9.3 Align local strategies with the relevant destination management plan.

- 9.4 Collaborate with and support Eden Local Aboriginal Land Council’s development of the Bundian Way as a sustainable economic venture.
- 9.5 Address seasonal transport capacity shortages efficiently through initiatives such as:
 - branding public transport services;
 - raising awareness of travel options;
 - supporting seasonal transport options such as holiday bus services and/or park and ride services; and
 - introduce flexible and on-demand transport options.

The Bundian Way

The Bundian Way is a shared history pathway between Targagal (Kosciuszko) and Bilgalera (Fisheries Beach, near Eden) that has served many purposes for Aboriginal communities and European settlers. The 365-kilometre pathway connects the highest part of Australia and the coastline via an ancient Aboriginal trade route. The route once brought people together for gatherings associated with springtime whale migration and swarms of bogong moths in the high country during the summertime.

Potential commercial opportunities include guided tours, camping, events, kayaking, and educational activities that also help to strengthen local Aboriginal communities.

Commercial development requires collaboration between the Eden Local Aboriginal Land Council and the Australian, NSW and local governments, as well as private landowners. This work must address the delivery of tourist infrastructure, access and funding arrangements.¹¹



Direction 10: Strengthen the economic self-determination of Aboriginal communities

OCHRE (Opportunity, Choice, Healing, Responsibility and Empowerment) is the NSW Government’s plan for Aboriginal affairs. It focuses on:

- revitalising and promoting Aboriginal languages and culture;
- creating opportunities;
- increasing the Aboriginal community’s capacity;
- providing choice; and
- empowering Aboriginal people to exercise that choice, as well as giving them the tools to take responsibility for their own future.

There is an opportunity to review the landholdings of Local Aboriginal Land Councils to see how they can best be planned, managed and developed for the benefit of the local Aboriginal community. This will allow Aboriginal people to gain greater economic benefit from their land and increase opportunities for economic independence.

Aboriginal Affairs NSW, the Department of Primary Industries and the Department of Planning and Environment will work with the Local Aboriginal Land Councils to identify their landholdings and map the level of constraint at a strategic scale for each site.

This information can inform practical options for the potential commercial use of the land, such as Aboriginal housing and employment opportunities. It could provide economic returns to the Local Aboriginal Land Councils that can be invested in assistance programs in the region.

Actions

- 10.1 Work with the Local Aboriginal Land Councils to conduct a strategic assessment of their landholdings to identify priority sites with economic development potential.
- 10.2 Identify priority sites that can create a pipeline of potential projects.
- 10.3 Deliver opportunities to increase the economic independence of Aboriginal communities through training, employment and tourism.

Eden Local Aboriginal Land Council land and economic participation in solution brokerage

Aboriginal Affairs NSW brought together several State agencies, Bega Valley Shire Council and Eden Local Aboriginal Land Council (Eden LALC) to collaboratively design and implement a mechanism to address long-standing issues impeding Eden LALC’s land and economic participation aspirations.

Key outcomes from the solution brokerage include the establishment of working relationships between Eden LALC and several State agencies; an agreement to progress an Aboriginal Land Agreement (the first in NSW); and the development of a land capability database.

The agreed outcomes will set a foundation for the NSW Government and local government to continue to build and refine this collaboration to support Eden LALC’s economic participation opportunities.¹²

Left: Goulburn Markets

Above: Explanation of Aboriginal history at Twofold Bay, Eden

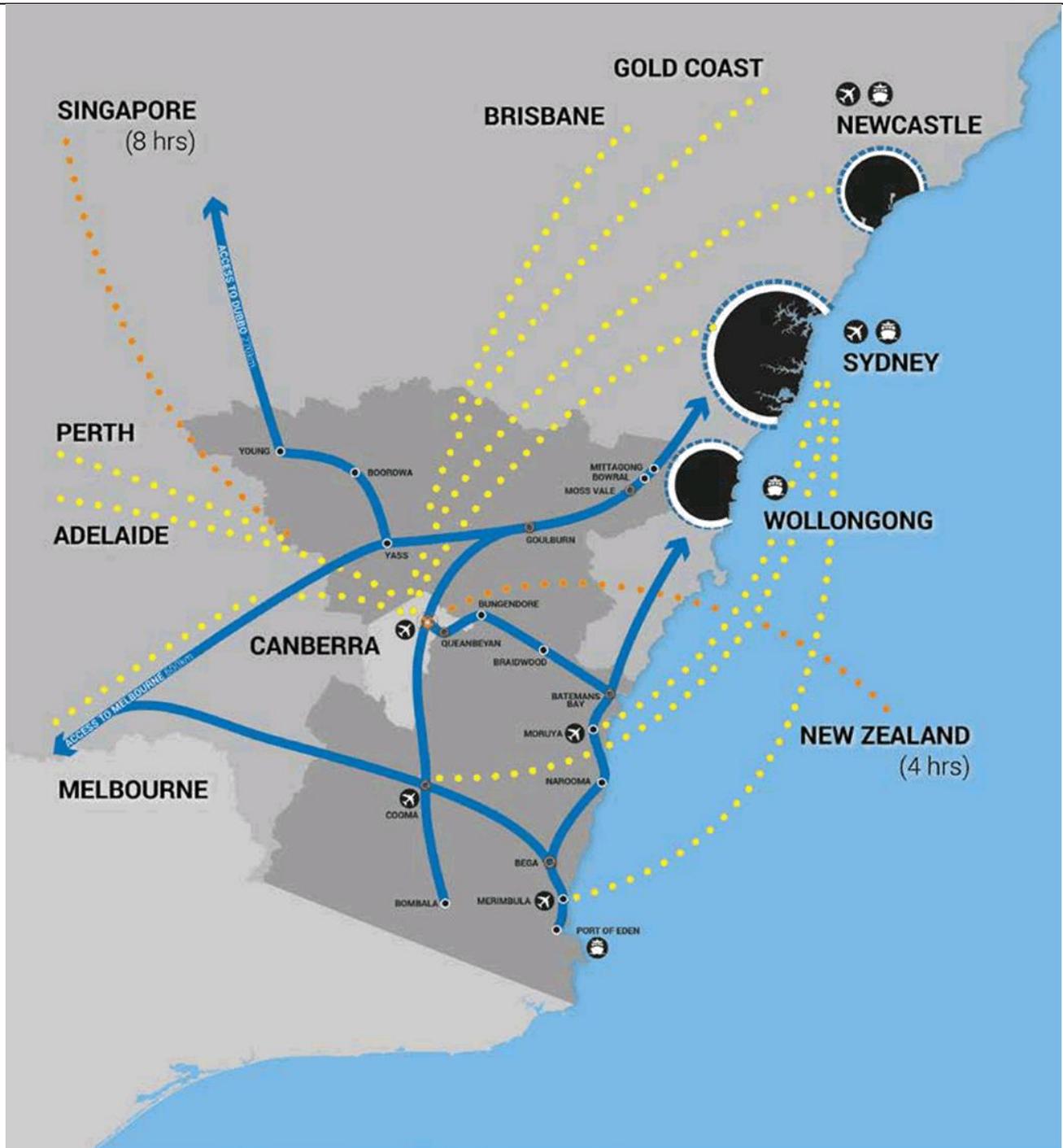
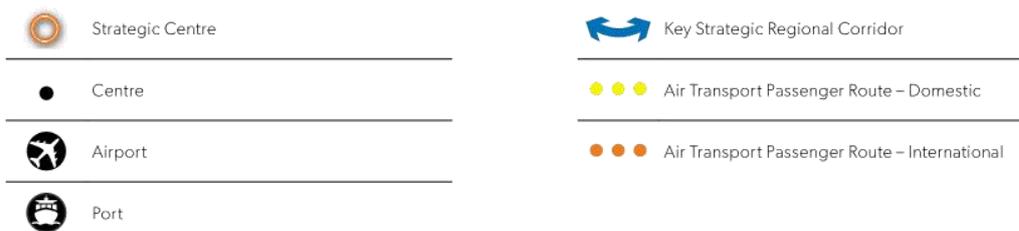


Figure 6: **Inter-regional Transport Connections**



Direction 11: Enhance strategic transport links to support economic growth

Improving the productivity of the freight network by improving travel times and freight capacity will bring considerable economic benefits. The road network, particularly strategic transport links, need to support higher productivity vehicles. This can be achieved by removing height and weight restrictions on major routes, improving rest area options and addressing the constraint of narrow bridges.

Improvements to the regional network are coordinated by Transport for NSW through two programs:

- *Fixing Country Rail* removes productivity and efficiency constraints on the regional rail network; and
- *Fixing Country Roads* provides targeted funding to councils for local road projects that will eliminate connectivity constraints.

Major opportunities for the freight network include:

- improving east-west B-double access along major highways and key regional and local roads connecting the South Coast to Sydney, Canberra and Melbourne;
- managing amenity impacts where key routes run through town centres, particularly in the Hilltops and Queanbeyan-Palerang local government areas;
- planning for the potential duplication of the Barton Highway and other key routes;
- improving rail transport and investigating intermodal facilities and the potential to re-open non-operational lines to support connectivity to markets for passengers and freight;
- building on existing facilities such as grain silos and bunkers to support intermodal connectivity; and
- where sustainable freight demand exists, non-operational lines could be brought back into operation. The feasibility of reopening the Blayney to Demondrille line was investigated by Transport for NSW.

The Australian Government is investigating the viability of building a high-speed rail network to reduce travel time between capital cities along Australia's east coast. This network could present significant economic and housing opportunities that will require more detailed planning and consideration. Land uses that may affect the long-term viability of the proposed corridor should be avoided.

Actions

- 11.1 Improve the capacity of the regional freight network by investigating and prioritising upgrades to narrow bridges, culverts, alignment, and lane and shoulder width that constrain restricted access vehicles.
- 11.2 Deliver local and regional road projects that support the regional freight network.
- 11.3 Limit inappropriate adjoining development and direct access points along strategic transport links including the Hume, Federal, Illawarra, Barton and Kings highways.
- 11.4 Investigate options to improve heavy vehicle rest areas appropriate for the demand.
- 11.5 Work with the Australian Government to plan for future high-speed rail corridor.

Future Transport Strategy

To better manage transport infrastructure and maximise road safety and other benefits for all road users, Transport for NSW is developing the Future Transport Strategy. This will involve a comprehensive engagement with the community and industry across NSW. The first stage of this engagement with rural and regional NSW will include activities with local entities and events across a sample of coastal, inland and remote locations covering regional cities, centres and towns. This engagement will take place in the middle of 2017.



Strategic transport links

- Kings Highway
- Princes Highway
- Bungendore Road
- Macs Reef Road
- Hume Highway
- Barton Highway
- Federal Highway
- Main Road 92
- Monaro Highway
- Olympic Highway
- Lachlan Valley Way
- Burley Griffin Way
- Pialligo Avenue
- Canberra Avenue
- Snowy Mountains Highway
- Imlay Road

Direction 12: Promote business activities in urban centres

Strategic and local centres will be the focus for more intensive employment uses, public space improvements, and technology and transport connections to Canberra and Sydney. This will encourage investment, housing, job opportunities and services.

Strategic and local centres also support tourism. Centres should be places of commercial and retail activity that are attractive for community and recreational activities to encourage visitors.

New retail activity will be directed to existing centres to increase centre vitality, capitalise on existing transport and community facilities, attract complementary activities, and enhance the value of existing public spaces. Any retail or commercial development outside of existing commercial centres will need to demonstrate social and economic benefits to the community.

New and emerging technologies will create employment opportunities as well as innovations in the way services are delivered. The National Broadband Network is enhancing digital connections and growing knowledge-intensive industries, small businesses and smart work hubs. There is enormous potential to attract professionals who want to enjoy the region's lifestyle while accessing wider employment markets.

Actions

- 12.1 Use flexible planning controls to facilitate knowledge-intensive industries and the development of small work hubs.
- 12.2 Encourage mixed use developments that cater for commercial, retail, residential and tourism uses through local planning controls.



- 12.3 Reinforce the role and function of centres as the primary places for commerce, retail, social activity and regional services through local strategies and local environmental plans.
- 12.4 Focus future commercial and retail activity in existing commercial centres, unless there is a demonstrated need and positive social and economic benefits to locate this activity elsewhere.
- 12.5 Require proposals for new retail development to demonstrate how they:
 - respond to retail supply and demand needs;
 - respond to innovations in the retail sector;
 - maximise the use of existing and planned infrastructure (including public transport and community facilities) commensurate with the scale of the proposal; and
 - enhance the value of the public realm.

Direction 13: Manage the ongoing use of mineral resources

The South East and Tablelands contains valuable mineral resources including coal, precious and base metals, and extractive materials.

Coal resources are concentrated in the Wingecarribee Local Government Area where there are two active underground coal mines (Wongawilli and Dendrobium) on the eastern border of the area. Production is largely contained in the adjacent Wollongong Local Government Area.

There are deposits of important base metals (lead, zinc, silver, copper) around Woodlawn and Captains Flat. Extractive resources, such as sand and hard rock for construction and sources of clay/shale for brick making, are extracted around Marulan, Googong, Bungendore and Lake George. Limestone is extracted from Marulan and gold is extracted from Majors Creek.

Information about the location of current exploration and mining production titles in NSW, and explanations of mining and production titles and the role of the community and government in the decision-making process for mining or resource projects, is available at <http://commonground.nsw.gov.au>.

The location of many of these resources, near rail lines and freeways, and their proximity to Australia's biggest construction materials market in Sydney, makes them particularly important to NSW.

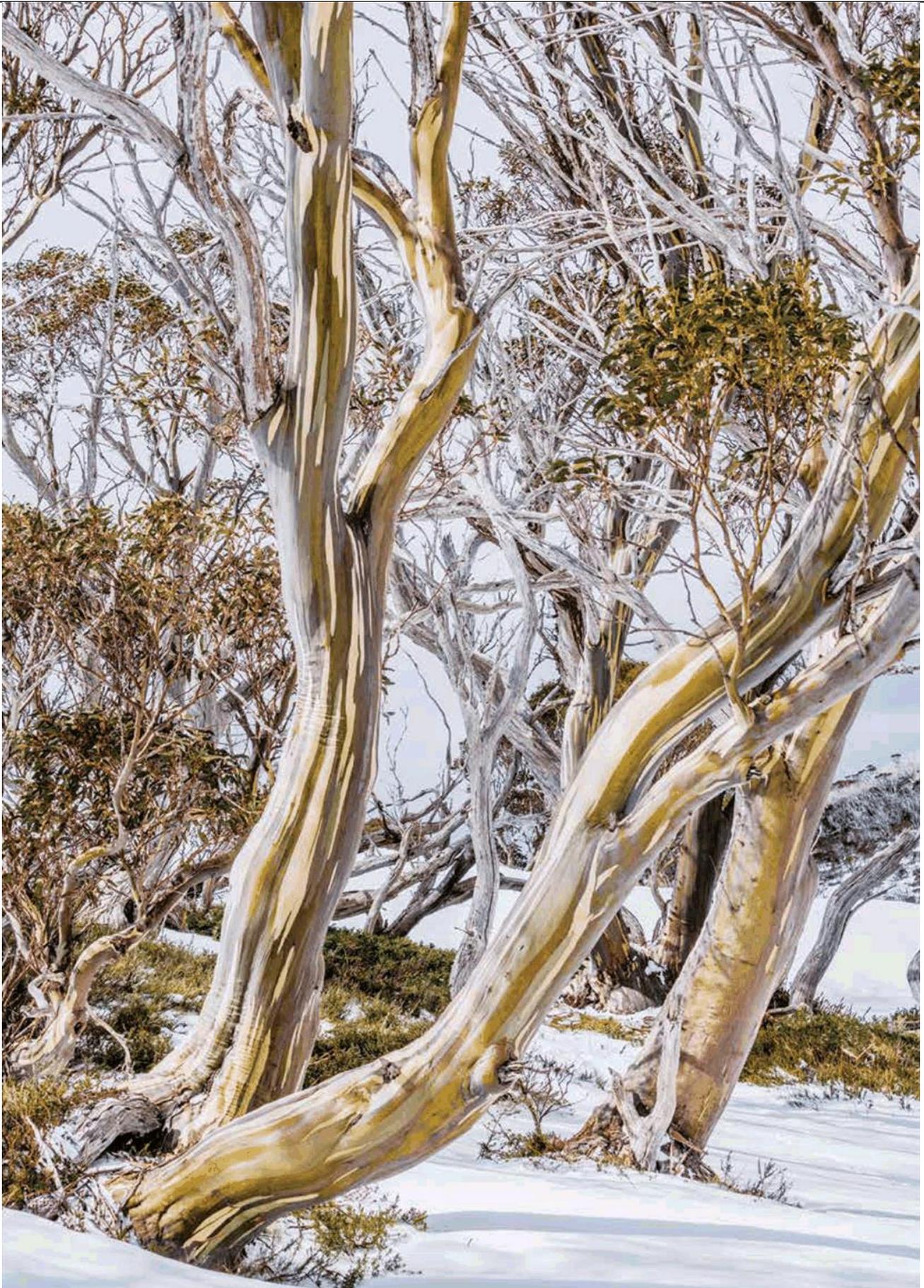
The impact of urban expansion on resource areas needs to be appraised when councils evaluate planning proposals to rezone land, review local environment plans or sequence land releases. In places like Wingecarribee Local Government Area, which has active mining, this also means avoiding new settlements in subsidence areas.

Actions

- 13.1 Consult with the NSW Division of Resources and Geosciences when assessing applications for land use changes (strategic land use planning, rezoning and planning proposals) and new developments or expansions.
- 13.2 Protect areas of mineral and energy resources potential through local strategies and local environmental plans.

Left: Bowral shopping

Above: Schmidt Quarries





GOAL 2

A diverse environment interconnected by biodiversity corridors

The South East and Tablelands includes the alpine environment of Australia's highest mountains, the State's only wilderness coastline, rural landscapes and national parks. It is home to more than 100 threatened plant species, 112 threatened animal species and 13 endangered ecological communities.¹³

Biodiversity corridors help to connect plants and animals throughout the region, into and out of the ACT and beyond to Victoria. They form part of a national wildlife corridor extending from Victoria to Far North Queensland.¹⁴ A strategic approach on public and private lands will protect and manage natural ecosystems and connect habitats.

The region includes coastal lakes and lagoons, coastal wetlands, sensitive estuaries and the protected waters of the South Coast, where 57 estuaries represent almost one-third of those in the State. The Batemans Bay Marine Park showcases distinctive marine life and provides opportunities for the scientific study of marine biodiversity in a relatively natural state.¹⁵

The environmental, social and economic values of these landscapes underpin the region's character. These values can be affected by over-extraction of water, contamination, sea level rise and storm surge, and conflicting land uses such as urban expansion.

Protecting the environment and building greater resilience to natural hazards and climate change will ensure these values are enjoyed by future generations.

Coastal Estuaries

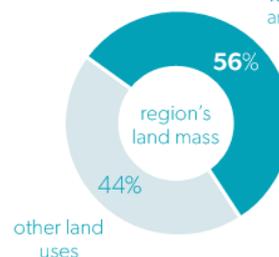


of State total

Environmental Areas

3 million hectares

high environmental value, national park and forest





Sensitive estuaries in the South East and Tablelands

Eurobodalla Local Government Area:

Bengello Creek, Bullengella Lake, Coila Lake, Congo Creek, Corunna Lake, Cullendulla Creek, Durras Creek, Kellys Lake, Kianga Lake, Brou Lake, Lake Brunderee, Mummuga Lake, Lake Tarourga, Little Lake, Maloneys Creek, Meringo Creek, Nangudga Lake, Saltwater Creek and Tilba Tilba Lake.

Bega Valley Local Government Area:

Back Lagoon, Baragoot Lake, Bournda Lagoon, Boydtown Creek, Bunga Lagoon, Curalo Lagoon, Cuttagee Lake, Fisheries Creek, Merrica River, Middle Lagoon, Nadgee Lake, Nadgee River, Nullica River, Saltwater Creek, Shadrachs Creek, Table Creek, Wallaga Lake, Wallagoot Lake and Woodburn Creek.

10,600km² of National Park

3,600km² wilderness area



Criteria for mapping high environmental value lands

Lands with potential high environmental value include:

- existing conservation areas such as national parks and reserves, declared wilderness areas, marine estates, Crown reserves dedicated for environmental protection and conservation, and flora reserves;
- threatened ecological communities and key habitats, and important vegetation areas;
- important wetlands, coastal lakes and estuaries; and
- sites of geological significance.

High environmental value mapping aims to provide a regional overview for strategic planning. Planning authorities should obtain the most recent spatial data from the Office of Environment and Heritage when considering proposals for land use change or intensification.

Up-to-date mapping can be found at <http://www.seed.nsw.gov.au/>

Validation rules for identification of high environmental value lands are found at www.environment.nsw.gov.au



Direction 14: Protect important environmental assets

High environmental value lands and the region's networks of biodiversity corridors are mapped in Figure 7. These areas provide diversity and habitat for flora and fauna, including significant koala populations in the Snowy Monaro and Wingecarribee local government areas. Criteria developed by the Office of Environment and Heritage to map lands with high environmental value is detailed on the page 36.

Groundwater-dependent ecosystems and aquatic habitats associated with rivers, streams, lakes, estuaries and coastal waters that may not have been included in this mapping also have high environmental value. Maps of these areas are available on the Department of Primary Industries website.

The intensification of land uses through urban development and other activities must avoid impacts on important terrestrial and aquatic habitats and on water quality. Mapping areas of potential high environmental value will inform local planning strategies and local environmental plans.

The 'avoid, minimise and offset' hierarchy will be applied to areas identified for new or more intensive development. The hierarchy requires that development avoid areas of validated high environmental value and considers appropriate offsets or other mitigation measures for unavoidable impacts.

Where it is not possible to avoid impacts, councils will be required to consider how impacts can be managed or offset through planning controls or other environmental management mechanisms.

Sensitive estuaries have been mapped as part of the region's high environmental value lands. These estuaries and their catchments are particularly susceptible to the effect of land use development and are not suitable for intense uses such as housing subdivision.

Travelling Stock Reserves move livestock and supplement land for grazing in times of drought. These reserves can contain significant biodiversity values and need to be carefully managed.

Actions

- 14.1 Develop and implement a comprehensive Koala Plan of Management for the Snowy Monaro and Wingecarribee local government areas.
- 14.2 Protect the validated high environmental value lands in local environmental plans.
- 14.3 Minimise potential impacts arising from development on areas of high environmental value, including groundwater-dependent ecosystems and aquatic habitats, and implement the 'avoid, minimise and offset' hierarchy.
- 14.4 Improve the quality of and access to information relating to land with identified high environmental values.
- 14.5 Support planning authorities to undertake strategic, landscape-scale assessments of biodiversity and areas of high environmental value.
- 14.6 Protect Travelling Stock Reserves in local strategies.

Left: South East National Park

Above: Montague Island Nature Reserve

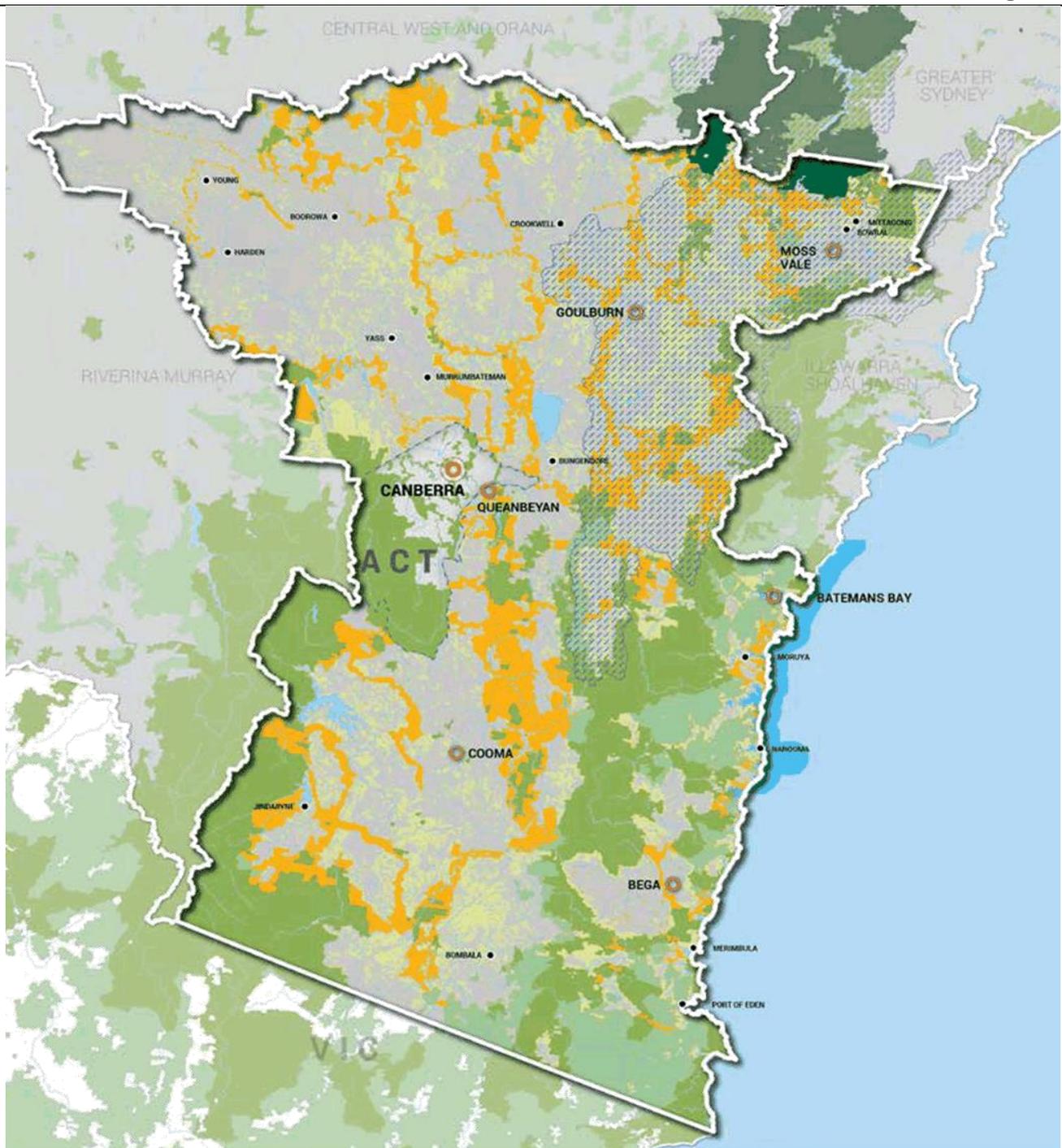


Figure 7: **Environmental Assets**



Direction 15: Enhance biodiversity connections

Regional biodiversity corridors are native vegetation links within a region, between regions or between significant biodiversity features. They expand and link different habitats and are critical to long-term ecological connections, particularly in the context of long-term climate change.

Regional biodiversity corridors form part of the Great Eastern Ranges Initiative, to which the NSW Government is a partner. The initiative identifies biodiversity corridors across the continent, from the Grampians in Western Victoria to the wet tropics of Far North Queensland.¹⁶

Land uses within regional biodiversity corridors should maintain and, where possible, enhance ecological connectivity.

Actions

- 15.1 Protect and enhance the function and resilience of biodiversity corridors in local strategies.
- 15.2 Improve planning authority access to regional biodiversity corridor mapping and methodology.
- 15.3 Confirm and validate the location and boundaries of regional biodiversity corridors.
- 15.4 Focus offsets from approved developments to regional biodiversity corridors, where possible.

Protecting sensitive urban lands on the South Coast

The NSW Government's South Coast Sensitive Urban Lands Panel Review provides advice on planning outcomes for potential development sites in sensitive coastal locations on the South Coast (Long Beach, Malua Bay, Rosedale, Moruya Heads, Narooma South, Wallaga Lake, Bega South and West, Wolumla, Tathra River and Lake Merimbula).¹⁷

The Panel's recommendations are incorporated into planning for all sites and will continue to be considered for future land use planning decisions to protect and conserve sensitive coastal locations.

Direction 16: Protect the coast and increase resilience to natural hazards

Most people live near areas subject to natural hazards. The appeal of these places is obvious, however, they may also come with challenges, such as flooding and bushfires.

Flooding is predicted to occur more frequently and with greater intensity in the future. Planning for new urban release areas and infill areas must consider the impact of climate change, including sea level rise, on flooding.

Councils are primarily responsible for flood risk management through the development and implementation of floodplain risk management plans. These plans are prepared in consultation with the local community and relevant agencies. They incorporate up-to-date information on regional climate projections and related impacts, and prioritise resilience to climate change in the siting and development of infrastructure and land uses.

The impacts of rising sea levels and climate change will be critical to managing coastal and floodplain risks. Relevant councils will need coastal zone management plans and associated controls to deal with current and potential erosion.

Other hazards, including bushfires, storms and landslips, may occur more frequently and, possibly, with greater intensity. These events may occur in areas that face development pressure.

Actions

- 16.1 Locate development, including new urban release areas, away from areas of known high bushfire risk, flooding hazards or high coastal erosion/inundation; contaminated land; and designated waterways to reduce the community's exposure to natural hazards.
- 16.2 Implement the requirements of the NSW *Floodplain Development Manual* by developing, updating or implementing flood studies and floodplain risk management plans.
- 16.3 Update coastal zone/estuary management plans and prepare new coastal management programs to identify areas affected by coastal hazards.



- 16.4 Incorporate the best available hazard information in local environmental plans consistent with current flood studies, flood planning levels, modelling, floodplain risk management plans and coastal zone management plans.
- 16.5 Update and share current information on environmental assets and natural hazards with councils to inform planning decisions.
- 16.6 Manage risks associated with future urban growth in flood-prone areas as well as risks to existing communities.

Enabling adaptation in the South East

The NSW Government's *South East Integrated Regional Vulnerability Assessment (2012)* identified regional climate change vulnerabilities and potential actions to reduce these vulnerabilities.

The assessment laid the foundations for the Enabling Adaptation in the South East project, which starts the planning process for government service delivery to sectors most vulnerable to climate change. It sets transition pathways for tourism, regional and agricultural centres, coastal development, mixed farming, dairy farming, landscapes and ecosystems, and infrastructure.

Wingecarribee Local Government Area will be incorporated into adaptation planning for the Illawarra region.

Direction 17: Mitigate and adapt to climate change

Communities need skills and knowledge to deal with the effects of climate change. The NSW Climate Change Policy Framework and the draft *Climate Change Fund Strategic Plan* set policy directions and prioritise investment to reduce carbon emissions and adopt and mitigate the impacts of climate change.

The South East and Tablelands is the first region in NSW to implement a regional response within government to climate change, and this process has been adopted across NSW. The opportunity to work with the ACT Government (which undertook a parallel regional adaptation planning process and set similar policy targets) will allow the region to leverage the transition to a low emissions economy and prepare for climate change.

Preparedness will be enhanced by embedding emission reductions and climate change into business-as-usual planning, program delivery and governance. This will include initiatives to improve awareness of climate change impacts, strengthen natural ecosystems, safeguard public assets, support business and communities, unlock funds for communities to undertake adaptation strategies, and develop a services market to support adaptation strategies. The infrastructure built today must consider the climate projections for the near future and, in some cases, the far future.

Building community capacity to deliver and own renewable energy, promoting the use of advanced technology vehicles, identifying low emission pathways for energy-intensive industries and improving access to start-up funding to accelerate innovation will help to reduce emissions and minimise energy consumption.



Actions

- 17.1 Enhance government service delivery and implement local initiatives to address climate change impacts on local communities.
- 17.2 Collaborate with the ACT Government to reduce emissions and adopt adaptation strategies.
- 17.3 Support councils to assess and respond to impacts and opportunities associated with a changing climate.
- 17.4 Help communities and businesses to understand and respond to climate-related risks and opportunities by providing climate information, building capacity and unlocking financial mechanisms to help fund emission reductions and climate adaptation.

Direction 18: Secure water resources

The future growth and development of the region, coupled with the uncertainties of drought and climate change, mean that long-term planning for water supply must be integrated into strategic planning. This planning must also consider the region as a source of potable water for Sydney.

In some areas, such as the Wingecarribee Local Government Area, water supply is comparatively secure – although much of Wingecarribee’s water resources flow north towards Sydney. Goulburn-Mulwaree Local Government Area has enhanced its water supply through the construction of an emergency pipeline from the Wingecarribee Reservoir. Hilltops Local Government Area includes areas that need to secure a sustainable water source for urban use, while the Yass Valley and Upper Lachlan local government areas face water security issues that are intensified by a changing climate. Eurobodalla Local Government Area can secure water resources by improving storage and reticulation to meet growth and environmental outcomes.

An acceptable reticulated water supply is required for any new land release or an increase in housing densities in existing areas. The provision of potable water must conform to the following water planning principles:

- a reliable supply to provide certainty for consumers (both residential and other);
- an affordable water supply in terms of both capital and recurring costs; and
- a quality of supply that meets relevant health standards.

In some areas, including Hilltops, Goulburn-Mulwaree and Upper Lachlan local government areas, securing an ongoing water supply for agricultural industries will bring economic opportunities.

Left: Wind farms, Lake George

Above: Fishing, Merimbula

Parts of the region are covered by the Australian Government's *Murray-Darling Basin Plan (2012)* which sets out regional water use at environmentally sustainable levels by determining long-term 'average sustainable diversion limits'.

This is implemented through water sharing plans that include rules for managing extractions and licence holders, accounts, as well as water trading. Changes in water demand from different uses may require water to be reallocate over time.

Actions

- 18.1 Locate, design, construct and manage new developments to minimise impacts on water catchments, including downstream impacts and groundwater sources.
- 18.2 Finalise water resource plans for rivers and groundwater systems as part of the *Murray-Darling Basin Plan* and implement water sharing plans.
- 18.3 Prepare or review integrated water cycle management strategies to ascertain long-term infrastructure needs to accommodate population growth.
- 18.4 Incorporate water sensitive urban design into development that is likely to impact water catchments, water quality and flows.

Protecting the Sydney Drinking Water Catchment

Part of the region is located in the Sydney Drinking Water Catchment, which supplies drinking water for almost 60 per cent of the State's population.¹⁸ Protecting water quality and quantity in this catchment is essential for the health and security of communities in the region and Greater Sydney.

Rigorous planning and development controls apply to proposals within the Sydney Drinking Water Catchment including:

- *State Environmental Planning Policy (Sydney Drinking Water Catchment) 2011*;
- local planning direction 5.2 Sydney Drinking Water Catchments, issued under Section 117(2) of the *Environmental Planning and Assessment Act 1979*;
- the *Water NSW Act 2014* and the *Water NSW Regulation 2013*; and
- the *Water Management Act 2000*.

Under the *Water NSW Act 2014* and *Water NSW Regulation 2013*, land has been declared as parts of the Metropolitan, Woronora and Shoalhaven special areas, which are critical in protecting water quality in the storages.

The NSW Government has also announced the cancellation and buy-back of all petroleum exploration licences covering the Sydney Drinking Water Catchment, including the special areas.¹⁹



Lake Jindabyne







GOAL 3

Healthy and connected communities

The South East and Tablelands is home to some of the most diverse communities in NSW, with a rich heritage; distinctive rural, alpine or coastal character; and strong relationships with Canberra. Retaining the region's distinctive character and appeal is essential.

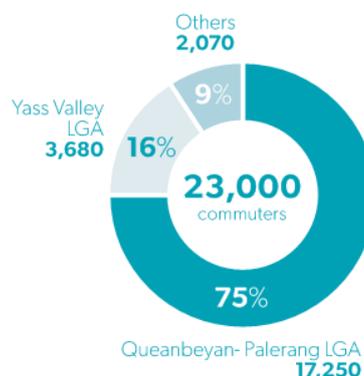
Some people travel to Canberra, Sydney or Wagga Wagga to access health, education and higher-order services. Canberra generates cross-border movements, especially for people commuting to work or school in the ACT.

As the population grows and changes, people will need better access to health and education services to sustain their standard of living.

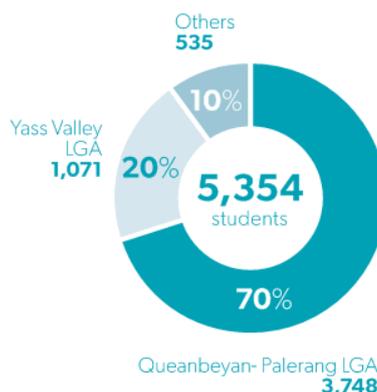
People want easy access to recreation and environmental areas, and best practice design features will integrate the planning for open space, public transport, walkways and cycleways. This will encourage healthy lifestyles and community engagement and help to manage the impacts of a changing climate.

The South East and Tablelands contains cultural heritage features that are important for Aboriginal communities. Effective and early consultation with the community on urban growth and development issues will enhance respect for cultural values and provide opportunities to pursue sustainable, social and economic outcomes for heritage assets.

NSW Commuters to ACT 2011



NSW Students Attending ACT Schools 2011





Direction 19: Strengthen cross-border connectivity

Increased demand for housing in the areas bordering the ACT places pressure on roads and cross-border connectivity. Communities on both sides of the border have called for better integrated transport services.

For example, ACT buses are not authorised to travel into NSW and there are inconsistencies in fares, services and timetables between the State and Territory.

The ACT Government has identified an opportunity to increase access to the ACT for Queanbeyan commuters by providing park and ride connections to the Canberra Light Rail Network.

Achieving a seamless public transport connection between jurisdictions requires ongoing collaboration between the NSW and ACT Governments, which have commenced work on a cross-border transport model.

Actions

- 19.1 Finalise a cross-border transport model that incorporates the ACT and the Queanbeyan-Palerang and Yass Valley local government areas.
- 19.2 Prepare an issues and options paper on cross-border public transport that maps public transport services and demand, and addresses legal and contractual barriers.

Direction 20: Enhance access to goods and services by improving transport connections

One in three people in the region are projected to be over the age of 65 by 2036. This will require more trips for health, medical and recreation purposes. The dispersed settlement pattern and accessibility of public transport services can impact the way people access services and participate in the community.

Community transport provides older or mobility-impaired people, or people with a disability, with access to services and activities. Integrating community transport services into the public transport system will improve connections between centres and communities.

Transport for NSW will investigate opportunities to improve bus operations in strategic centres and their connections with regional communities by working with bus operators to develop routes and timetables to improve services.

Actions

- 20.1 Improve bus operations in centres and their connections with regional communities.
- 20.2 Work with community transport providers to meet future demand.
- 20.3 Integrate community transport services into the overall transport system to meet a broader range of needs.



Direction 21: Increase access to health and education services

The NSW Government is looking at both short- and long-term plans to redevelop health campuses, with initial planning underway for the Goulburn, Cooma, Yass and Braidwood health services.

Bega's new South East Regional Hospital presents higher education development opportunities with links to the University of Wollongong. Planning for complementary health uses surrounding major health facilities can broaden the range of services available.

Schools near the NSW-ACT border face increased enrolments, and many schools have the capacity to use infrastructure more effectively. To achieve this, school catchment boundaries may be realigned and students directed to schools with surplus classrooms. Where appropriate, existing school assets will be renewed to provide contemporary learning spaces for students.

New schools, if required, will be established where there are no other sustainable options available within existing assets. Planning for new schools in regional NSW will consider the specific needs and characteristics of local student population trends. To improve curriculum choice, secondary schools may be combined.

Master planning for new urban release areas should optimise shared facilities for community and school uses.

Expanded tertiary education services and online access to education options will increase local access to services, particularly in smaller and isolated communities. Innovative concepts such as the Cooma Universities Centre will allow distance education students to complete studies in a building designed for educational studies.

Sufficient space for cemeteries and crematoria also needs to be provided through future land use planning.

Actions

- 21.1 Implement planning controls to grow complementary health uses around hospitals.
- 21.2 Work with the ACT Government to meet the growing and changing education needs of cross-border communities.
- 21.3 Facilitate joint venture opportunities to share community and education facilities.
- 21.4 Identify appropriate sites for cemeteries and crematoria in local strategies.

Left: Road bridge construction, Narooma

Above: University of Wollongong, Bega



Direction 22: Build socially inclusive, safe and healthy communities

Neighbourhoods and centres will be environmentally sustainable, socially inclusive, easy to access, healthy and safe. This is particularly important as the population ages and the climate changes.

The design and location of recreation facilities, sporting infrastructure, parks and public buildings should encourage people to be physically active where they work and in their neighbourhoods. Neighbourhood communities will reconnect with the surrounding landscape via walkways, cycleways and public transport. These networks will be considered for extension as part of planning for residential release areas and renewal sites.

With an older population, homes should be close to active and interesting public spaces, and should be well designed and adaptable. Adaptable housing has a flexible floor plan that enables simple modifications to suit the changing needs of residents. This allows people to stay in their own homes as they age, or as their level of mobility changes.

Actions

- 22.1 Develop best-practice guidelines for planning, designing and developing healthy built environments and use the Neighbourhood Planning Principles (Appendix A) in local environmental plans, development control plans and local strategies in the interim.
- 22.2 Adopt elements of Livable Housing Australia's *Livable Housing Design Guidelines* in development controls for housing, where possible.
- 22.3 Integrate walking and cycling networks into the design of new communities to encourage physical activity.
- 22.4 Promote energy efficiency in new development proposals.

Increasing walking and cycling

The South East and Tablelands has an extensive and expanding walking and cycling network focused on centres and access to waterways.

The design of the network needs to consider equal access, shade, landscaping, seating, water bubblers, rest points, signage, changes in surface treatments and end-of-trip facilities, such as showers and lockers.

Many councils use Pedestrian Access and Mobility Plans to map and prioritise improvements to their networks.

Transport for NSW and councils co-create active lifestyle programs that:

- prioritise infrastructure improvements for footpaths and cycling tracks that lead to town centres, as well as improving access to transport interchanges; and
- use information and events to promote walking and cycling as a form of transport.

Well designed pedestrian and cycling options can link tourism areas. Examples in the South East and Tablelands include:

- the development of the Bundian Way as a cultural trail, linking the Snowy Mountains with Eden; and
- the potential use of non-operational railway lines as rail trails (including Goulburn to Crookwell, Bungendore to Captains Flat, and Monaro) subject to further community consultation and relevant legislative requirements.



Direction 23: Protect the region's heritage

Cultural and historic heritage provides tangible connections to the past and attract tourists. The landscape of the South East and Tablelands also creates an important cultural identity for its community, including the Lake George sand deposits; cultural landscapes between Gulaga and Biamanga national parks; remnant vegetation within roadside corridors; and Travelling Stock Reserves in Hilltops Local Government Area.

The Aboriginal community has strong links to the coastal, rural and alpine landscapes. The process of protecting and preserving Aboriginal heritage gives Aboriginal people the opportunity to be involved in and consulted about the conservation of their heritage.

Heritage is irreplaceable and should be appreciated, valued and protected for the benefit of current and future generations. Harm to Aboriginal objects and places, or areas of significance to Aboriginal people, should be avoided. Where impacts on Aboriginal and historic heritage cannot be avoided, appropriate heritage management mechanisms must be implemented.

Areas of high growth can have cumulative impacts on Aboriginal cultural heritage values and historic places. Early investment at the strategic planning stage can protect and preserve heritage and provide greater certainty for stakeholders during the development assessment process.

Interpreting and adaptively re-using built heritage items gives smaller communities a new lease on life. Heritage conservation can renew main streets, using an area's authenticity and history to attract new businesses, residents and tourists. This can also build economic resilience in smaller communities.

Actions

- 23.1 Undertake and implement heritage studies, including regional Aboriginal cultural heritage studies, to inform local strategies.
- 23.2 Consult with Aboriginal people and the broader community to identify heritage values at the strategic planning stage.
- 23.3 Conserve heritage assets during local strategic planning and development.
- 23.4 Provide resources for heritage advice to inform planning processes.
- 23.5 Acknowledge cultural heritage assets where appropriate, and consider how these assets can add value to a development.
- 23.6 Enhance heritage data sharing between NSW and ACT to support joint conservation planning.

Left: Merimbula coastal walk

Above: Historic Goulburn





GOAL 4

Environmentally sustainable housing choices

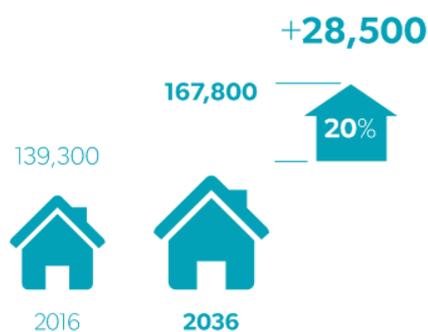
Population growth and the associated increase in new homes is influenced by the lifestyle available within commuting distance of Canberra and Sydney, the development of vibrant strategic centres and the amenity of coastal communities. Seventy per cent of the region's population growth to 2036 is projected to occur in the areas that share a border with the ACT.

Tourism will also influence housing demand, with growth in holiday lettings expected along the South Coast and the Snowy Mountains.

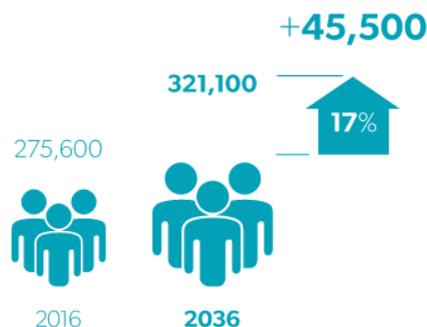
At least 28,500 new homes will be needed by 2036 to meet population growth and change. Providing the land and the infrastructure to meet this demand is central to this Plan. New housing must be located to take account of the character, environmental and agricultural qualities and capacity of the land, with an emphasis on residents access to services, jobs and transport.

The South East and Tablelands will continue to offer a variety of housing options from urban lifestyles in regional centres with shops, restaurants and services, to rural residential, coastal and alpine lifestyles.

Dwellings Growth Forecast 2016-2036



Population Growth Forecast 2016-2036





Direction 24: Deliver greater housing supply and choice

Having a ready supply of well located land for residential development will create downward pressure on house prices, maximise the use of existing infrastructure and protect environmentally sensitive areas.

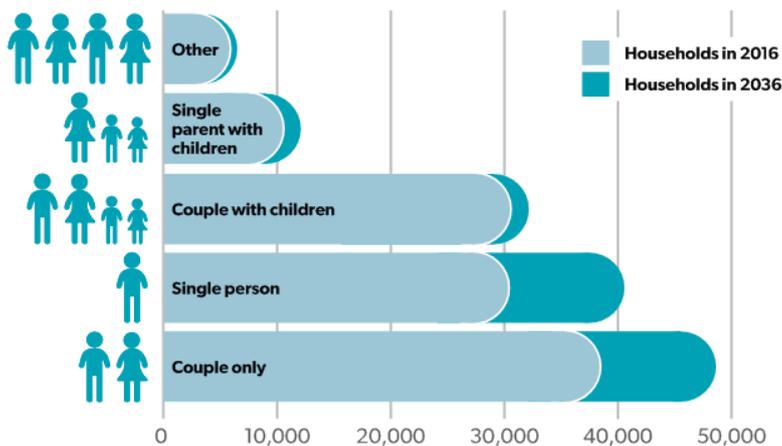
Local housing strategies prepared by councils are the first step in identifying housing needs and planning for a range of housing types. These strategies enable communities to assess the broader implications and consequences of identifying locations for proposed new housing. They also help identify the infrastructure needed to support local communities.

Local housing strategies need to consider community aspirations. They must be flexible and responsive to shifts in local housing markets for both greenfield and infill developments, and deal with unforeseen constraints, including uneven rates of development or unexpected population growth.

These strategies should plan for a range of housing choices, including retirement villages, nursing homes and opportunities to modify existing dwellings to enable people to stay in their homes as they age.

The strategies should be consistent with Settlement Planning Principles that align with the Memorandum of Understanding between the NSW and ACT Governments. These will be complemented by guidelines for local housing strategies that will assist councils when undertaking local strategic planning.

Household Composition Forecast 2016-2036





Existing planning strategies show there is enough zoned land with development potential for the market to supply housing in a range of locations. There are opportunities for Wingecarribee and Queanbeyan-Palerang local government areas to review their capacity to provide an ongoing supply of land for both greenfield and infill development.

Greater housing choice in existing centres is needed to cater for the decrease in the average household size. Planning will need to cater for a rise in the number of single person households, a decrease in the number of occupants in each household, more affordable housing, the needs of tourists and an ageing population.

Focusing growth in existing centres rather than isolated land releases is a sustainable option because it takes advantage of existing job markets, commercial and retail opportunities, and infrastructure such as public transport.

Actions

- 24.1 Prepare guidelines for local housing strategies.
- 24.2 Prepare local housing strategies consistent with the Settlement Planning Principles to provide a surplus supply of residential land to meet projected housing needs.
- 24.3 Promote increased housing choice, including townhouses, villas and apartments in strategic centres and locations close to existing services and jobs.
- 24.4 Promote opportunities for retirement villages, nursing homes and similar housing for seniors in local housing strategies.

Settlement planning principles

Local housing strategies focus on urban areas where residents can access services, jobs and transport. Some strategies will need to acknowledge connections to Canberra as a location for higher-order services and employment.

Decisions around the most suitable locations for new housing must consider the compatibility of land uses, as well as the availability of road connections and service infrastructure. Other considerations include:

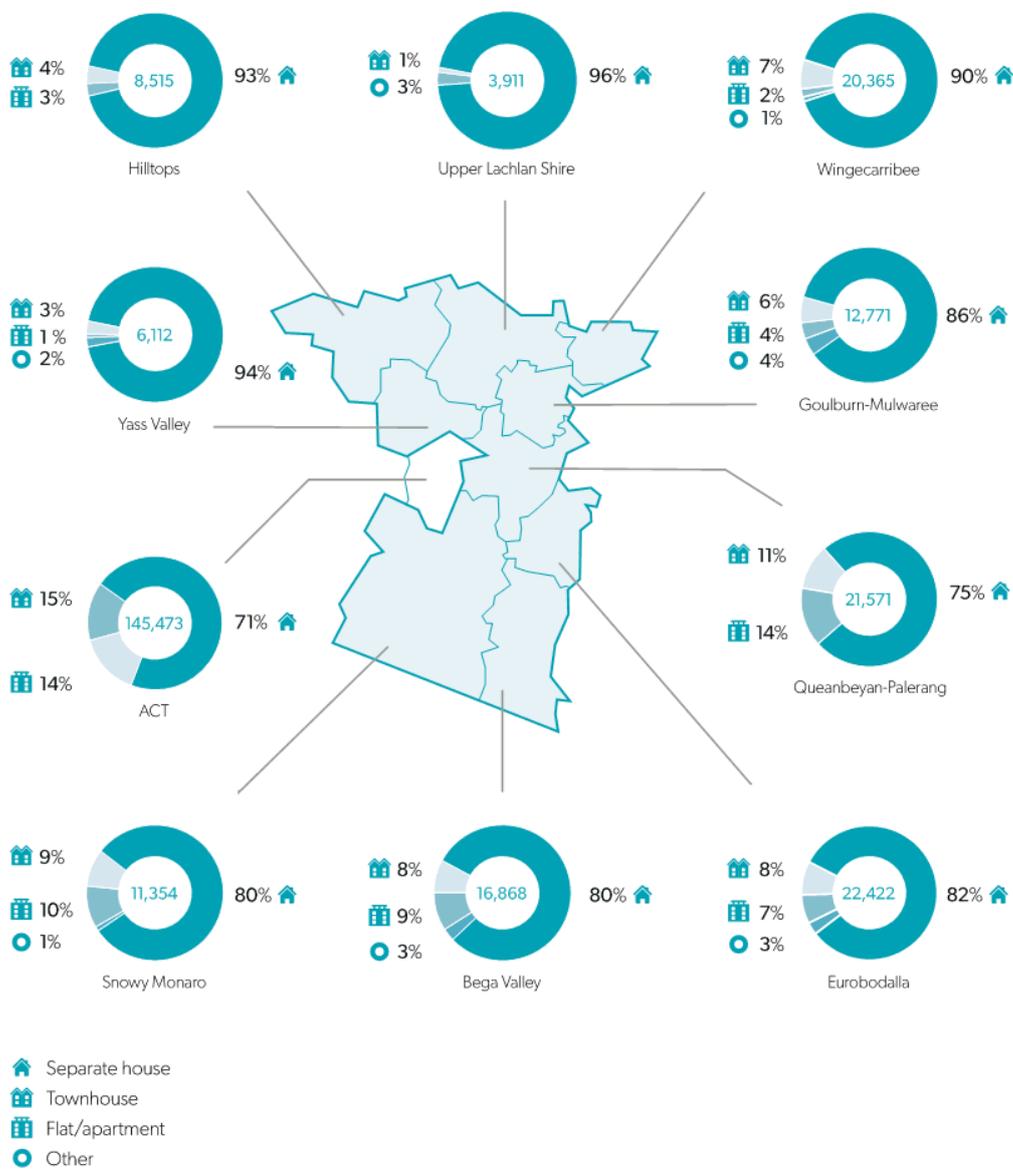
- avoiding or mitigating the impacts of hazards, including the implications of climate change;
- protecting areas with high environmental value and/or cultural heritage value and important biodiversity corridors;
- identifying a sustainable water supply;
- protecting the region's water supply and the environmental qualities of rivers and streams;
- considering the impact of aircraft noise;
- protecting areas that contain important resources and minimising the potential for land use conflict;
- protecting important agricultural land to capitalise on its potential to produce food and fibre now and in the future; and
- identifying and designing new neighbourhoods so they are environmentally sustainable, socially inclusive, easy to get to, healthy and safe.

Left: Merimbula

Above: Tilba Tilba



Figure 8: Dwelling types in South East and Tablelands and ACT (2011)





Direction 25: Focus housing growth in locations that maximise infrastructure and services

Pressure for housing in NSW is driven by ACT policies for more compact settlement and housing affordability. Demand for lower density or semi-rural housing in NSW is leading to development proposals that are inconsistent with current planning strategies in areas close to the NSW-ACT border – mostly within Yass Valley Local Government Area. These proposals could undermine sustainable urban outcomes from identified new urban areas and place undue pressure on infrastructure capacity.

New growth areas located away from established areas will only be supported where it is demonstrated that supporting infrastructure will be delivered and development will not undermine the approach to growth identified in the relevant local housing strategy.

Development proposals that are inconsistent with current planning strategies will be required to show how they meet the Settlement Planning Principles and:

- achieve sustainable urban outcomes that do not undermine existing strategic and local centres;
- resolve servicing and access issues with a particular focus on water availability and servicing; and
- are of sufficient scale and capacity to provide infrastructure at no cost to government.

Actions

25.1 Focus future settlement to locations that:

- maximise existing infrastructure and services and minimise the need for new services;
- prioritise increased densities within existing urban areas; and
- prioritise new release areas that are an extension of existing strategic and local centres.

25.2 Plan for and prioritise services and infrastructure investment to maximise cost efficiencies, coordinate the delivery of different infrastructure assets, and achieve equitable sharing of responsibility, including funding, procurement and ongoing maintenance.

Population Growth Forecast
2016-2036



Queanbeyan-Palerang, Yass Valley and Snowy Monaro LGAs
32,100



Left: Local playground, Googong

Above: Googong housing development



Direction 26: Coordinate infrastructure and water supply in a cross-border setting

Demand and supply of land and housing in the ACT and surrounding areas are inter-related. They operate within the same housing market. This has implications for infrastructure, water supply and service delivery by both jurisdictions.

The population of the Yass Valley and Queanbeyan-Palerang local government areas is expected to grow to 109,600 by 2036, which will require 15,050 new dwellings – more than 50 per cent of the region’s projected dwelling demand. These Councils have indicated that existing release areas have capacity for almost 18,000 new dwellings in places such as Googong, South Jerrabomberra, Yass, Murrumbateman and the proposed cross-border development at Parkwood.

Coordinating the funding and delivery of infrastructure in a cross-border setting requires cooperation between jurisdictions and an understanding of their different governance and budgetary structures. Further work is required to create a consistent approach to infrastructure funding and delivery.

The availability of water will continue to drive or limit the amount and location of urban development. Significant work on the provision of water from the ACT will service the proposed development at Parkwood. However, future growth that requires the support of the ACT water and wastewater network would be subject to negotiations that may involve:

- sustainable diversion limits;
- trading of water entitlements;
- a bilateral agreement between jurisdictions requiring Cabinet endorsement; and
- a commercial agreement with Icon Water Limited that will require consideration of its business model, business cases for development and competing servicing priorities.

A cross-border land and housing monitor will better track and forecast housing and employment land releases. This will improve information about supply and demand and the infrastructure and service implications arising from growth, particularly in locations close to the ACT.

Actions

- 26.1 Coordinate the provision of services and infrastructure required to support housing delivery in the Yass Valley and Queanbeyan-Palerang local government areas, including South Jerrabomberra and Parkwood.
- 26.2 Develop an agreed set of principles to inform a new cross-border infrastructure funding model.
- 26.3 Develop a regional water strategy for the Yass Valley and Queanbeyan-Palerang local government areas that clarifies the requirements, available volumes and quality of all water supplies and defines the optimal level of water use.
- 26.4 Enhance cross-jurisdictional collaboration to develop a coordinated strategic approach to water supply and investigate water supply options for growth areas.
- 26.5 Work with the ACT Government to develop a cross-border land and housing monitor.





Water supply in the Yass Valley and Queanbeyan-Palerang local government areas

Water is supplied to Queanbeyan by the ACT Government under the terms of the Queanbeyan Water Supply Agreement (2008). In the case of Yass Valley and parts of Queanbeyan-Palerang local government areas, water supply is managed by each council under the *Water Management Act 2000* and relevant water sharing plans.

The supply of water and sewer services in the ACT is driven by demand and provided by Icon Water. Icon Water is a Territory-owned corporation that delivers water to the ACT and Queanbeyan under the Queanbeyan Water Supply Agreement.

The Yass Dam is the main storage area for the Yass Valley Local Government Area. The dam wall has been raised to increase capacity. A pipeline from Yass to Murrumbateman is proposed to provide reticulated water to service the first stages of urban growth at Murrumbateman. Further growth of Murrumbateman will require support from the ACT for the provision of water. There is also demand for development in Bungendore, which must consider how to secure long-term water supplies.

Icon Water supports cross-border cooperation in water and sewerage matters. This includes mutual information-sharing (resources, knowledge and capabilities) between Icon Water and councils, particularly Snowy Monaro, Queanbeyan-Palerang and Yass Valley local government areas.

Direction 27: Deliver more opportunities for affordable housing

Appropriate planning controls and incentives that can help deliver affordable housing include:

- affordable housing contributions to fund the provision of new housing by community housing providers;
- planning and development controls to facilitate affordable housing development by local community housing organisations.

Incentives to influence housing affordability include planning incentives, such as increases in density, and new generation boarding houses and secondary dwellings, such as granny flats.

Actions

- 27.1 Deliver greater housing affordability by incorporating policies and tools into local housing strategies and local planning controls that will enable a greater variety of housing types and incentivise private investment in affordable housing.
- 27.2 Facilitate greater housing diversity, including studios and one- and two-bedroom dwellings, to match forecast changes in household sizes.

Average Household Size

2016-2036



2.88 in 2016

2.24 in 2036

Direction 28: Manage rural lifestyles

Local housing strategies are the first step in identifying rural residential housing needs and understanding local supply. They also identify the infrastructure needed to support rural communities.

Rural residential development can conflict with environmental and agricultural lands, and impact water catchments due to the proliferation of dams and bores. Water supply to these developments, especially in stressed river catchments, has led to a water licensing embargo in the Yass River valley in the past.

Rural residential housing in areas of intact bushland presents bushfire risks. The clearing for house sites, bushfire asset protection and associated infrastructure, particularly local roads, has led to high clearing rates. Clearing associated with rural residential subdivision is currently the major source of vegetation removal in the South Coast and Southern Tablelands.

A consistent planning approach will identify suitable locations for new rural residential development that avoids fragmentation of productive agricultural land and lessens the impact on high environmental value assets, cultural and heritage assets, or areas with important rural landscapes. Rural residential development should not increase pressure on infrastructure and services, and should be located on land free from natural hazards.

Actions

- 28.1 Enable new rural residential development only where it has been identified in a local housing strategy prepared by council and approved by the Department of Planning and Environment.
- 28.2 Locate new rural residential areas:
 - close to existing urban settlements to maximise the efficient use of existing infrastructure and services, including roads, water, sewer and waste services, and social and community infrastructure;
 - to avoid and minimise the potential for land use conflicts with productive, zoned agricultural land and natural resources; and
 - to avoid areas of high environmental, cultural and heritage significance, important agricultural land and areas affected by natural hazards.
- 28.3 Manage land use conflict that can result from cumulative impacts of successive development decisions.



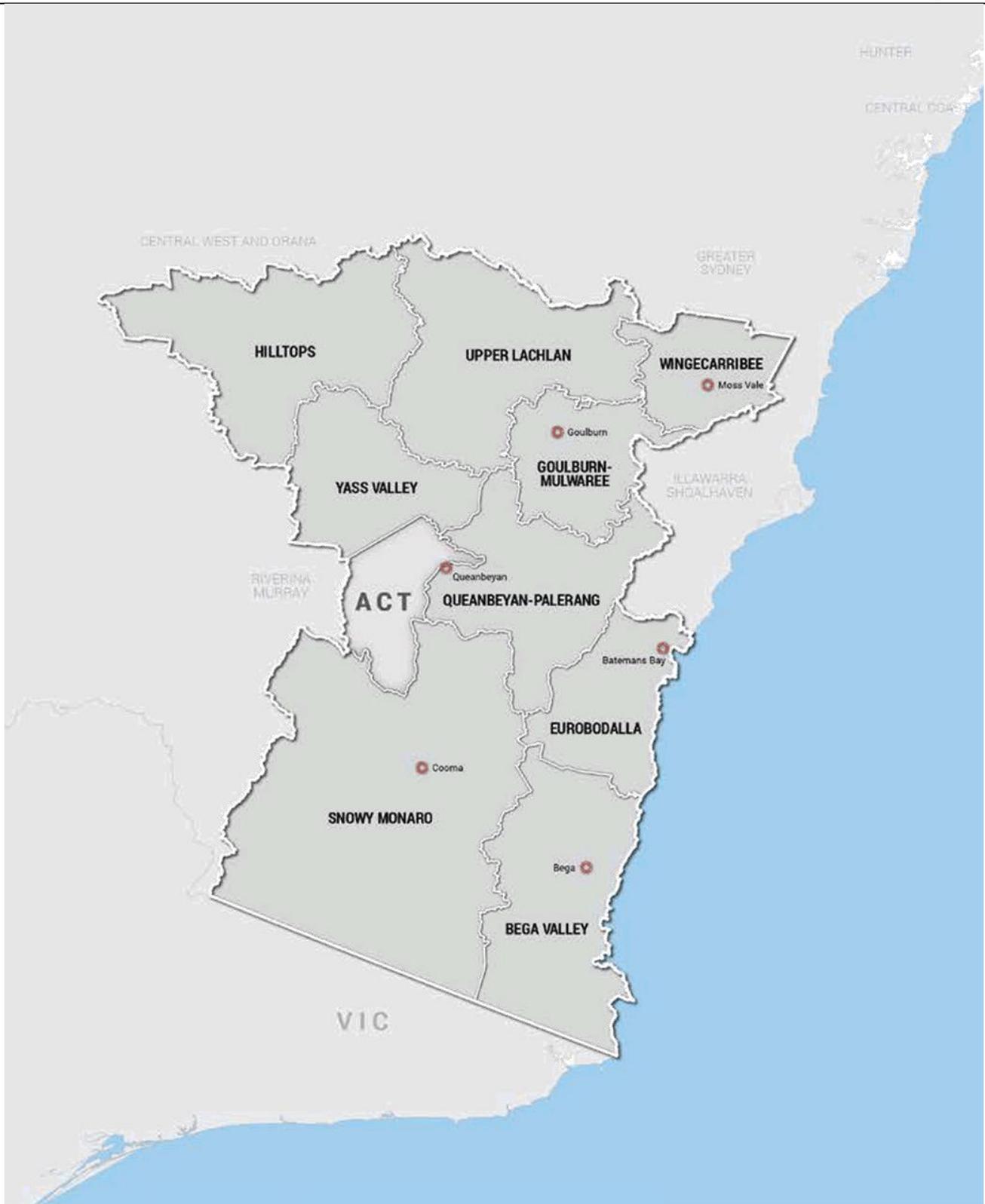


Figure 9: **Local government areas of the South East and Tablelands**



Strategic Centre



Local Government Narratives

The NSW Government will work with each council to deliver the directions and actions set out in this Plan. This section includes priorities for individual councils to guide further investigation and implementation.

The priorities build on the directions and actions in this Plan to achieve desired outcomes on the ground. Planning will encourage infrastructure delivery and target the needs of communities. It will also encourage more efficient allocation of resources and investment to improve the liveability and sustainability of the region.

The NSW Government will assist councils to translate these priorities into local plans.

Bega

With 40 per cent of the Shire in National Parks or public reserves and a 225 - kilometre coastline encompassing 101 beaches and 29 estuaries, the Bega Valley Shire environment is a natural advantage that underpins the economy and the quality of life enjoyed by 33,000 residents. Agricultural lands encompass 27 per cent of the Shire and are principally home to dairy, beef and fodder-production enterprises.

Bega's natural advantage can attract new enterprise and industry, as well as emerging industries, market trends and technological advancement.

Bega Valley is predicted to grow by 2,650 people by 2036, requiring an additional 2,350 dwellings. Bega is the Shire's strategic centre and serves as an administrative, education and business hub. The major coastal towns of Merimbula, Pambula, Bermagui, Tathra and Eden satisfy residential and tourism needs. These towns experience a three-fold boost in their populations during the summer peak. On average, Bega Valley Shire receives over 820,000 visitors annually, spending around \$350 million each year.

The expansion of the Port of Eden, Merimbula Airport upgrade and the opening of the South East Regional Hospital are vital to the local economy. Improving transport links to the

Monaro, ACT and inland areas of NSW will continue to increase domestic and international tourism, grow and diversify local food production and attract industry and new businesses to the Bega Valley Shire.

Priorities

- Continue to expand local health and educational facilities, with targeted attraction and recognition of research and innovation opportunities along with excellence in agritech and other sectors.
- Improve transport links between the Port of Eden and the Monaro, ACT and Hume rail and road corridor.
- Protect and enhance Bega Valley's environmental values, underpinning the smart growth of towns and the tourism industry.

Economy and employment

- Leverage economic growth from infrastructure improvements at the Port of Eden through new and improved transport links.
- Promote and support the Shire as a base for innovation and entrepreneurs.
- Grow a unique, flexible and innovative agricultural industry, including a regional food brand.

Housing

- Ensure residential growth in the coastal zone does not impact Bega's natural advantage.
- Consolidate rural residential growth in high demand catchments near existing developments and infrastructure.
- Implement long-term development plans for the Shire's villages.

Eurobodalla

Eurobodalla Local Government Area has a strong rural and coastal heritage and Aboriginal culture. Its natural environment to the east is dominated by beaches, rivers, bays, lakes, inlets, wetlands, and dramatic rock formations and headlands. To the west are large areas of coastal wilderness, primarily in national parks and state forests. The economy—originally built on dairying, forestry and fishing—is now based around tourism, agriculture, aquaculture, retail, property and health services.

Eurobodalla Local Government Area is predicted to grow by 2,200 people by 2036, requiring an additional 3,000 dwellings, due to its ageing population and decreasing household size. Planning for population growth over the next 20 years will need to minimise impacts on the environment and other assets that existing residents enjoy. While there is sufficient land zoned to accommodate the anticipated growth, development must be environmentally sensitive, and new residential areas must be adequately serviced with community and transport infrastructure.

Batemans Bay will continue to be the main retail and commercial centre. It will be supported by a mix of new development including retail, commercial, residential and tourist accommodation. Moruya and Narooma will continue to function as local centres that will grow to support and provide services to their surrounding communities. In addition, Eurobodalla's many unique and character-filled coastal and rural villages will continue to offer a range of lifestyle choices.

Economic planning will strengthen the qualities that attract people to the area: high quality tourism and recreation opportunities; innovative agriculture; food and rural tourism; and heritage, cultural and natural experiences. In addition, improvements to transport and telecommunications infrastructure and education and health services will attract more clean, green and knowledge-based businesses and industries.

Priorities

- Improve transport, communications and other infrastructure.
- Redevelop Moruya Airport to facilitate economic development and tourism.
- Re-develop the Mackay Park Precinct in Batemans Bay.
- Protect and enhance the natural environment to ensure ecosystems remain resilient.
- Strengthen the natural and cultural experiences that attract residents and visitors and provide a high quality of life.

Economy and employment

- Develop a more diverse and growing economy.
- Grow tourism, maximise the opportunities of Canberra Airport, and position Eurobodalla as an iconic nature-based and regional food destination.
- Grow and diversify the area's agricultural and aquaculture, including value-added activities, access to national and international markets, and innovative industries.
- Support new and emerging job opportunities associated with knowledge-intensive industries and digital technology.
- Secure additional employment land.

Housing

- Encourage more diverse and affordable housing choices, particularly for older people.
- Plan for sustainable land release communities.

Goulburn-Mulwaree

As Australia's first inland city, Goulburn is a strategic centre rich in heritage, contemporary services and natural beauty. Goulburn and its surrounding towns and villages – including Marulan, Tallong, Windellama, Tarago, Towrang, Lake Bathurst and Bungonia – combine an easygoing lifestyle and city accessibility. Residents take pride in the city's heritage and modern assets, strong arts and emerging entertainment scene, and economic opportunities.

Investment in services and assets include a wastewater treatment facility; upgraded aquatic centre and adventure playground; and a CBD enhancement program. Cultural projects like the Wollondilly Walking Track and adaptive re-use of a heritage building for a Performing Arts Centre contribute to community life.

Affordable housing, a better cost of living and proximity to Canberra and Sydney, with easy access to the South Coast and the Snowy Mountains, attract new residents. Goulburn-Mulwaree's population is projected to increase by at least 4,700 people by 2036, requiring more than 3,000 new dwellings. While the city is expected to accommodate most of this growth, it will be a challenge to balance mixed uses and densities, valued heritage assets, affordable housing prices and access to essential services.

Goulburn-Mulwaree Local Government Area has expanded from traditional agricultural, with the region's largest employers being health care and social assistance, retail, trade, and public administration and safety. Hard rock and limestone extraction at Marulan and the region's only bioreactor at Tarago contribute to local and national construction markets.

As an accessible location on Australia's arterial highway, home to an intermodal rail transport facility, and an hour from Canberra's 24-hour international freight airport, Goulburn-Mulwaree is prepared for globalisation. An increasing number of start-ups, businesses and industries are taking advantage of the cost-effective opportunities and range of supporting and serviceable businesses.

Priorities

- Continue to develop Goulburn as an inland transport hub to connect the region to local and global markets.
- Build capacity and self-sufficiency to create a resilient community.
- Create and maintain connected natural areas across the landscape for ecosystem functioning and biodiversity conservation.
- Sustainably manage natural resources using best practices and regional collaboration with key stakeholders.

Economy and employment

- Support the resources, transport, health care and tourism sectors to facilitate employment and economic growth.
- Strengthen relationships and opportunities with Western Sydney and Canberra to grow the local economy.
- Grow existing businesses by establishing networks and providing information to business owners and business groups.
- Facilitate opportunities for education and development of the workforce, particularly in growing sectors.
- Develop a proud, active and safe culture, including a night-time economy within the Goulburn CBD, to attract skilled workers.

Housing

- Diversify the housing market to respond to demographic change and pre-empt housing affordability pressures.
- Promote successful adaptive heritage, re-use opportunities and conserve the area's unique built heritage.
- Encourage design innovation and quality outcomes to complement the natural and built heritage with modern architecture.

Hilltops

Located one and a half hours from Canberra and less than four hours from Sydney, Hilltops Local Government Area is a diverse agricultural and horticultural area that is renowned for its picturesque countryside and fresh produce.

Known as the 'Cherry Capital of Australia', it is home to the National Cherry Festival and is increasingly recognised for producing quality cool climate wines and foods such as organic lamb, pork, duck, beef, free range chickens, diverse grains, olive oils, cherries, plums, prunes, peaches and apricots. Agricultural production is estimated at \$269 million.²⁰

The strategic centre of Young delivers local retail, commercial and community services and a high quality of life for residents and visitors. The Hilltops Local Government Area is also home to smaller rural towns and villages, including the local centres of Harden and Boorowa, home of the Irish Woolfest and the Running of the Sheep events. The population of these communities is changing, with 30 per cent expected to be over 65 by 2036 (up from 24 per cent in 2016), and the number of people under 14 expected to increase to 22 per cent (up from 18 per cent).

Hilltops Local Government Area is adjacent to the Upper Lachlan and Yass Valley Local Government Areas and is bordered by the Riverina-Murray region to the south west and Central West and Orana region to the north. The Main Southern Rail line traverses the area and is an important freight link.

Priorities

- Capitalise on economic, housing and servicing opportunities arising from the area's proximity to Canberra, including advances in technology to create smart work opportunities.
- Enhance community access to jobs, goods and services.
- Address land management issues that could impact agricultural productivity and viability, including erosion, salinity, weed management, on-farm practices and management of the water table.

Economy and employment

- Grow and diversify the area's agricultural base, including value-add activities, expansion into agricultural research and technology and access to national and international markets.
- Capitalise on value-add opportunities in food processing with the growth of intensive farming industries.
- Leverage regional assets such as the region's quality wines and cherries to promote tourism.
- Capitalise on the area's freight links north and west off the Hume Highway.

Housing

- Grow housing in Young, Boorowa and Harden.
- Support the unique character of the region's village and rural lifestyle.
- Enhance the variety of housing options to cater for an ageing population.
- Work with stakeholders to secure a sustainable water source for urban use.

Queanbeyan-Palerang

Queanbeyan-Palerang Local Government Area is home to historic towns and villages, productive rural activities, modern urban centres and high quality natural environments. It is adjacent to the ACT and is influenced by the activities of the ACT and Australian governments.

The rural character of Bungendore and Braidwood contrast with the largely suburban character of Queanbeyan. Proximity to Canberra means many residents live in NSW while travelling to the ACT for work. Queanbeyan-Palerang Regional Council has formalised its relationship with the ACT to facilitate joint efforts such as an integrated transport strategy.

Natural areas include pristine streams and forests containing a diversity of flora and fauna, high-value grasslands and woodlands, and important biodiversity corridors linking to the ACT and beyond. High wind paths suit wind farms for renewable energy generation. The increasing interest in solar power generation is similar to that underway in the ACT, as well, interest in wind power continues.

Employment in public administration, defence, transport, professional, scientific and technical services is expected to continue, particularly given the relationship with Canberra. Traditional industries include sheep and cattle grazing, stone fruit production and newer niche rural industries such as viticulture, organic farming, olive production, truffle growing and alpaca breeding.

Queanbeyan-Palerang Local Government Area is expected to require an additional 12,050 dwellings to accommodate 25,050 more people to 2036. Residential growth areas include Googong and Bungendore, and the proposed South Jerrabomberra. The availability of water will continue to influence the amount and location of additional urban development, particularly in areas such as Bungendore.

Priorities

- Work with the ACT Government to improve road and active transport connectivity and public transport integration; manage water, sewage, waste and renewable energy on a regional scale; plan and collaborate on major contiguous developments; plan for infrastructure requirements to support population growth; and support major events.
- Protect and enhance the area's high environmental value lands, waterways and water catchments.

Economy and employment

- Continue to identify opportunities for economic growth flowing from the activities of the ACT, NSW and Australian governments.
- Diversify the agriculture industry, including opportunities for value-added activities and access to national and international markets.
- Encourage small-scale intensive animal production where this can be done without compromising the Sydney Drinking Water Catchment.
- Leverage the area's existing expertise in renewable energy to foster innovative economic development opportunities.

Housing

- Coordinate the delivery of infrastructure for new release areas.
- Provide further opportunities for residential development where it is supported by a strategic approach to housing.
- Limit proposals for rural residential development to areas identified through an appropriate strategic planning process.
- Work with stakeholders to secure suitable services, including water, to support residential development in approved locations.
- Improve the attractiveness and amenity of main streets in towns and villages while retaining the rural ambience.

Snowy Monaro

The Snowy Monaro Local Government Area attracts many visitors each year for recreation and relaxation. It is home to the Snowy Mountains Hydro-electric Scheme, which produced around 30 per cent of all renewable energy generated in the eastern Australian grid in 2014.²¹ It is located south of the ACT, with the NSW-Victoria border as its southern boundary. To its east is the South Coast, and to its west is the Riverina-Murray region.

Tourism contributes \$500 million to the regional economy each year and accounts for 27 per cent of the South East and Tablelands total economic contribution from tourism. In 2016, the Snowy Mountains welcomed more than 1.3 million overnight international, domestic and day-trip visitors.

The east of the area is known for its fine wool, beef cattle, timber and lavender production. A growing link with Eden is developing through the forestry and tourism industries. Other initiatives such as the development of the Bundian Way – the traditional Aboriginal route from the coast to the mountains – as a hiking trail improves tourism and cultural links with the coast.

The Snowy Monaro is known for its Aboriginal and European heritage and high environmental value lands, from the high plateaus of the Monaro Plains, the Snowy Mountains and the headwaters of the Snowy and Murrumbidgee Rivers. These values support quality lifestyles and a strong tourism market. The unique landscape create a strong sense of place and identity. Kosciusko National Park is a significant natural asset that supports employment and recreational opportunities.

Cooma is a strategic centre providing business, retail and entertainment uses. It services a significantly larger population during peak tourist times, particularly the winter ski season. The area is also home to the local centres of Jindabyne and Bombala. The population of Snowy Monaro is ageing, with 27 per cent of the population predicted to be over 65 by 2036.

Priorities

- Protect the unique alpine environment including scenic landscape qualities, acknowledging it as a cornerstone of the area's visitor economy.
- Recognise Cooma as a strategic centre, particularly in the winter months when the population swells.
- Enhance community access to jobs, goods and services by improving connections.

Economy and employment

- Create a diverse and strong year-round tourism sector by maximising the opportunities associated with international flights at Canberra Airport and cruise ship visitation at the Port of Eden, and promoting year-round visitation in alpine areas.
- Grow and diversify the area's agricultural base, including opportunities for value-added activities, and capitalise on access to national and international markets.
- Capitalise on the area's proximity to Canberra to attract industry and investment, including advances in technology to create smart work opportunities.
- Embed water security as feature of the area to attract certain industries.

Housing

- Promote well planned, efficient and sustainable development that complements the area's natural and cultural values.
- Increase housing in Cooma, Jindabyne and Bombala.
- Support the unique character of the area's village and rural lifestyle.
- Enhance the variety of housing options to cater for an ageing population.
- Leverage the area's access and proximity to Canberra to create new opportunities for housing.

Upper Lachlan

The Upper Lachlan Local Government Area sits on the Great Dividing Range and is bounded by the Abercrombie, Wollondilly and Lachlan rivers. At the centre of the Shire is Crookwell, two and a half hours from Sydney and one hour from Canberra. Most people live in Gunning, Collector, Taralga, Dalton, Binda, Tuena, Grabben Gullen, Laggan, Breadalbane, Jerrawa and Bigga.

The area's villages have a rich history, particularly the stone architecture of Taralga, the gold mining history of Tuena, the fine wool heritage of Gunning and Bigga, and the bushranging past of Collector, Binda and Breadalbane.

The Upper Lachlan Local Government Area will see a 36 per cent growth in the number of people aged over 65 by 2036. The area has a population of around 8,000, with Crookwell and Gunning providing a health and medical service, a fire brigade, police services, banking, a post office and retail offerings.

Agriculture continues to underscore the economic and social fabric of the Shire, which is well known for its fine wool and potato production. Tourism is also a major economic driver. Wind farms are becoming an important part of the economic landscape, with the area home to the largest wind energy generator in NSW at Gullen Range.

Priorities

- Protect and enhance the area's high environmental value lands, waterways and water catchments.
- Protect important agricultural lands as resources for food security.
- Protect the area's valued heritage assets.

Economy and employment

- Capitalise on the area's proximity to Canberra and Sydney to attract industry and investment, including using advances in technology to create smart work opportunities.
- Promote the area as a destination and attract visitors from Canberra and Sydney.
- Leverage the area's existing expertise in renewable energy to foster innovative economic development opportunities.
- Diversify the agriculture industry, including opportunities for value-added activities and access to national and international markets.

Housing

- Support the rural lifestyle and the unique cultural and historic heritage of the area's villages.
- Support a variety of housing options and land developments to cater for an ageing population.

Wingecarribee

Within easy reach of Canberra, Sydney and the Illawarra, Wingecarribee Local Government Area is home to national parks, rural landscapes and historic country villages and towns. The traditional owners of Wingecarribee are the Gundungurra and D'harawal people. This area is recognised for its impressive 19th and 20th Century buildings and streetscapes. Berrima was the second settlement in the region and is the last remaining, largely intact, Georgian-period town on mainland Australia.

Over 103,000 hectares of land is either national parks or nature reserves, representing 38 per cent of the Local Government Area. Almost the entire Shire is located within the Sydney Drinking Water Catchment.

The population is expected to grow by 4,050 people by 2036, requiring an additional 3,300 dwellings. By 2036, 27 per cent of the population will be aged over 65.

Moss Vale, Bowral and Mittagong service the needs of its residents for government administration, education, health and retail opportunities.

Direct links to the Hume Highway, the M7 and the main North-South rail line and dedicated freight line to Port Kembla provide access to Sydney's economic markets. Almost 16 per cent of the resident workforce commutes to Sydney.

Tourism offers an array of activities and attractions including wineries, the Bradman Museum, and the Tulip Time Festival. Each year Wingecarribee Local Government Area has an average of 1.3 million visitors staying 925,000 nights, and spending approximately \$220 million a year.

Priorities

- Protect high environmental value lands including regionally significant biodiversity corridors.
- Protect the Sydney Drinking Water Catchment.
- Protect important agricultural lands as a resource for food security.
- Protect the Shire's valued heritage assets.
- Provide ongoing access to high quality health and education services.

Economy and employment

- Capitalise on economic opportunities arising from the area's proximity to Sydney.
- Capitalise on the land availability in the Moss Vale Enterprise Corridor to attract industry and investment.
- Grow and diversify the area's agricultural base, including value-added activities, and capitalise on access to national and international markets in Sydney.
- Promote the Shire as a destination and encourage visitors to Canberra to also visit Wingecarribee Shire.

Housing

- Strategically plan for residential growth in existing urban areas and greenfield areas.
- Increase housing in Moss Vale, Bowral and Mittagong.
- Protect the unique character of the Shire's village and rural lifestyle.
- Enhance the variety of housing options to cater for an ageing population.

Yass Valley

Yass Valley Local Government Area has a proud heritage connection to early rural Australia, a modern food and wine scene, and a thriving arts culture. With its historic buildings, Burrinjuck Dam and cool climate wineries, it is an attractive place for visitors.

Yass supports a business district, hospital, medical services, schools and a TAFE. The local centre of Murrumbateman will experience substantial growth over the next 20 years.

The population is expected to increase by at least 6,250 people by 2036, requiring more than 3,000 new dwellings. Yass and Murrumbateman will accommodate the majority of this growth, maximising investment in infrastructure such as roads, water and sewer. The villages of Binalong, Bookham, Bowning, Gundaroo, Sutton and Wee Jasper are expected to retain their small village character and only accommodate minimal growth. Yass Valley Local Government Area is also home to the proposed cross-border development at Parkwood.

The area consists of predominantly productive rural lands and rural residential properties. Even though Yass provides residents with many services, its proximity to Canberra means people travel there for higher order services, health and tertiary education.

Grassland plains, gently rolling hills and green valleys give way to the spectacular Brindabella Ranges. The eastern part of the Local Government Area is in the Southern Eastern Highland Bioregion, while the western part is in the NSW South Western Slopes Bioregion.

Diversified rural products and emerging agricultural industries include wine, alpaca studs, olives and berries. Tourism will continue to be a significant economic driver, with opportunities to capitalise on tourists accessing the region from Canberra Airport.

Priorities

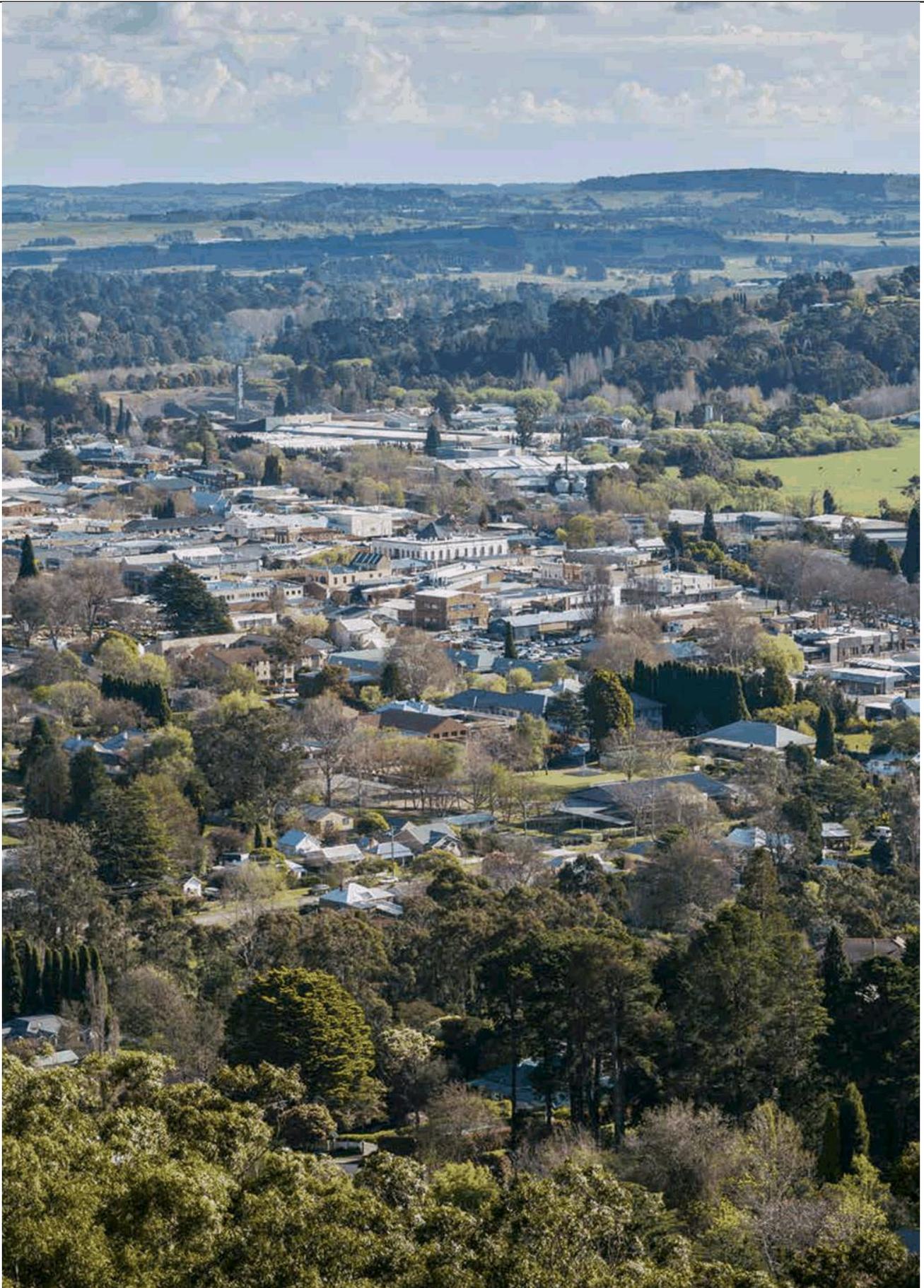
- Work with stakeholders to provide critical community infrastructure, including educational services.
- Create efficient cross-border connections.
- Protect and maintain the area's high environmental value lands and heritage assets.
- Protect and rehabilitate waterways and catchments.

Economy and employment

- Foster regional access to agricultural export opportunities through Canberra Airport.
- Capitalise on the area's proximity to Canberra to attract industry and investment.
- Promote the area as a destination that visitors to Canberra should also visit.
- Foster and develop a diverse, adaptive and innovative agricultural industry.

Housing

- Focus housing on existing centres rather than isolated land releases.
- Work with stakeholders to secure a sustainable water source for urban use.
- Identify and manage the efficient delivery of services to the proposed Parkwood development.



Appendix A

Neighbourhood Planning Principles

The Neighbourhood Planning Principles provide overarching principles that may apply to new developments in both greenfield and in existing urban areas. The application of the principles may apply more strongly depending on the context of the proposed development.

- Public transport networks that link frequent buses into the rail system.
- A range of land uses to provide the right mix of houses, jobs, open space, recreational space and green space.
- Easy access to major town centres with a full range of shops, recreational facilities and services along with smaller village centres and neighbourhood shops.
- Jobs available locally and regionally, reducing the demand for transport services.
- Streets and suburbs planned so that residents can walk to shops for their daily needs.
- A wide range of housing choices to provide for different needs and different incomes. Traditional houses on individual blocks will be available along with smaller, lower maintenance homes, units and terraces for older people and young singles or couples.
- Housing diversity can be facilitated by providing a number of purpose-designed smaller lots and dwellings.
- New housing developments are to provide a proportion of adaptable housing to further increase housing choice across the Region to cater for the ever changing needs of its residents.
- Conservation lands in and around the development sites, to help protect biodiversity and provide open space for recreation.
- Minimise the negative impacts on the natural water cycle and protect the health of aquatic systems, for example, through Water Sensitive Urban Design principles.





Glossary

Affordable housing

Housing for very low and low income households where rent or mortgage payments are less than 30 per cent of gross household income or the household is eligible to occupy rental accommodation under the National Rental Affordability Scheme.

Biodiversity

'Biodiversity' or 'biological diversity' describes the variety of life on Earth – the life forms, the different plants, animals and microorganisms, the genes they contain and the ecosystems they form. It is usually considered at three levels: genetic diversity, species diversity and ecosystem diversity.

Biosecurity

Measures that are taken to protect the economy, environment and community from the negative impacts of pests, diseases and weeds.

Central business district (CBD)

The main cluster of businesses found within a town or city.

Centres

Centres provide jobs and services such as shopping, dining, health and personal services to meet the daily and weekly needs of the local community.

Climate change

A change in the state of climate that can be identified by changes in the mean and/or the variability of its properties, and that persists for an extended period, typically decades or longer (Garnaut Review, 2008).

Employment lands

Land zoned for industrial or similar purposes (that is, land zoned B5 Business Development or B7 Business Park in planning instruments). These are generally lower density employment areas containing concentrations of businesses involved in manufacturing; transport and warehousing; service and repair trades and industries; integrated enterprises with a mix of administration, production, warehousing, research and development; and urban services and utilities.

Household size

The average number of people living in a dwelling in a State, region or locality.

Housing affordability

The term refers broadly to a person's ability to pay for their housing.

Housing choice

The types of housing available to meet the current or future needs of the community. Housing choice is driven by factors such as the make-up of the population, affordability and lifestyle trends.

Housing types

Forms of housing, such as single dwellings, boarding houses, dual occupancies, group homes, hostels, multi-dwelling housing, residential flat buildings, secondary dwellings, semi-detached dwellings, seniors housing and shop top housing.

South East and Tablelands region

Includes the local government areas of Bega Valley, Eurobodalla, Goulburn-Mulwaree, Hilltops, Queanbeyan-Palerang, Snowy Monaro, Upper Lachlan, Wingecarribee, and Yass Valley.

Strategic centres

Centres with the largest commercial component of any location in the region and that provide a full range of higher-order services, including access to hospitals and tertiary education services. Strategic centres in the region include Batemans Bay, Bega, Cooma, Goulburn, Moss Vale, and Queanbeyan.

Sustainability

Meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Visitor economy

The production of goods and services for consumption by visitors, including the industries that directly serve visitors, such as hotels, transport providers, tour companies and attractions, as well as intermediaries and those involved indirectly, such as retailers and food producers.



Canola farm, Braidwood

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2036

**South East
and
Tablelands**

**Regional
Plan**

Implementation Plan 2017-2019



SOUTH EAST AND TABLELANDS REGIONAL PLAN – Implementation Plan 2017-2019
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Cover image: *Bushwalkers at Thredbo, courtesy of Thredbo Alpine Village*



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Introduction

The South East and Tablelands Regional Plan 2036 is the NSW Government’s strategy for guiding land use planning decisions for the South East and Tablelands region for the next 20 years.

The South East and Tablelands region consists of nine local government areas: Bega Valley, Eurobodalla, Goulburn Mulwaree, Hilltops, Queanbeyan-Palerang, Snowy Monaro, Upper Lachlan, Wingecarribee and Yass Valley.

The Regional Plan sets out four goals for the South East and Tablelands:

- ***A connected and prosperous economy;***
- ***A diverse environment interconnected by biodiversity corridors;***
- ***Healthy and connected communities; and***
- ***Environmentally sustainable housing choices.***

The NSW Government has established new governance arrangements to oversee the implementation of the vision, goals and actions in the Regional Plan and the release of an Annual Monitoring Report.

Purpose

Responsibility for implementing actions and monitoring the intended outcomes in the Regional Plan is shared with our important regional stakeholders, including Councils, other State agencies, service providers and the development industry. All stakeholders need to have a good understanding of the priorities and the deliverables.

The purpose of this Implementation Plan is to:

- ***ensure ongoing collaboration and agreement on the implementation of actions;***
- ***assign accountabilities for the implementation of actions;***
- ***explain the role of different groups and committees involved in implementation;***
- ***guide the South East and Tablelands Coordination and Monitoring Committee in its role of overseeing delivery of the Regional Plan; and***
- ***inform the Annual Monitoring Report.***

Implementation



Goals, directions and actions

The Regional Plan comprises four goals, 28 directions and 109 actions. The goals articulate the intended outcome; the directions identify the broad issues or policy areas that we need to focus on and the actions represent the steps we need to take or initiatives we need to introduce/ implement to achieve the goals. Actions are either implemented as strategies or as initiatives.

The NSW Government has identified a lead agency and relevant partner stakeholders for each action. The lead agency is responsible for project managing the various tasks required to ensure success. Key stakeholders are those agencies, councils or organisations considered important partners for implementation. The list of partners is not exclusive and additional stakeholders may be identified as implementation progresses.

Indicative timings for actions are as follows:

- Immediate – 0-2 years;
- Short term – 3-5 years;
- Medium term – 5-10 years; and
- Long term – 10+ years.

Some actions are also designated as 'ongoing' to reflect their delivery being achieved through Local Environmental Plans, local planning strategies and other land use planning that are required to be consistent with the Regional Plan.

Each action in the Regional Plan will be implemented through a mix of mechanisms that reflect a range of ongoing strategies and catalyst initiatives that will deliver on the vision and directions in the Plan, including:

Strategies:

- Local planning directions issued under Section 117 of the *Environmental Planning and Assessment Act 1979* by the Minister for Planning that ensure council planning strategies and controls are consistent with the Regional Plan;
- Integrated planning and reporting under the *Local Government Act 1993*; and
- Whole-of government policy alignment.

Progress on delivering these actions will be reviewed as part of any review or adjustment to the Regional Plan.

Catalyst initiatives:

- Matters that require a partnership between Council and the NSW Government;
- Publication of reports or data; and
- Regional collaboration across government, business, key stakeholders and the wider community for specific projects and processes.

Priority actions for 2017-2019

Priorities for the South East and Tablelands are to work collaboratively to grow and diversify the economy, leveraging opportunities for tourism and agriculture, and coordinating the delivery of infrastructure to support sustainably located communities. Actions to support these outcomes represent the immediate areas of focus.

Nine priority actions have been identified for implementation in 2017-2019. These actions respond to strong representations made in feedback to the draft Regional Plan or are areas where initial investigations or planning are required. These priorities will be overseen by the South East and Tablelands Delivery, Coordination and Monitoring Committee and will require a collaborative effort involving multiple agencies, councils and stakeholders.

1. Develop a Visitor Economy Strategy for the Snowy Mountains.
2. Map important agricultural land to better inform strategic and local planning processes.
3. Develop profiles of the leading agricultural industries to guide future investment decisions.
4. Develop a strategy to encourage marine-based tourism along the South Coast and Illawarra-Shoalhaven.
5. Prepare guidelines for local housing strategies.
6. Coordinate the provision of services and infrastructure required to support housing delivery in the Yass Valley and Queanbeyan-Palerang local government areas, including South Jerrabomberra and Parkwood.
7. Develop best-practice guidelines for planning, designing and developing healthy built environments.
8. Work with the ACT Government to develop a cross-border land and housing monitor.
9. Improve planning authorities access to regional biodiversity corridor mapping and methodology.

Governance



Effective governance arrangements are critical to successful delivery.

Delivery, Coordination and Monitoring Committee

The South East and Tablelands Delivery, Coordination and Monitoring Committee has been established to oversee and coordinate the implementation of the Regional Plan and brings together the agencies and organisations responsible for delivering the majority of the proposed outcomes under the Regional Plan. The focus of the Committee is implementation of the Regional Plan.

Representation on this Committee is about engaging relevant and operations-focused people from agencies and organisations responsible for delivering the majority of proposed outcomes under the Regional Plan.

The role of the Committee is to:

- oversee and coordinate the implementation of the Regional Plan;
- provide accountability for delivery of the Regional Plan;
- be kept informed of general progress and participate in delivery of priority actions;
- monitor and track the progress of implementation the Regional Plan;
- where impediments are identified, collaborate for resolution;
- provide a forum to discuss and resolve implementation issues or action delivery in a changing regional policy environment;

- provide high-level progress updates to the South East and Tablelands Regional Leadership Executive (via the Department of Premier and Cabinet);
- inform the preparation of the Annual Monitoring Report; and
- inform and participate in a five-year review of the Regional Plan.

Committee membership includes:

- Department of Planning and Environment
- Canberra Region Joint Organisation
- Department of Premier and Cabinet
- Department of Industry
- Transport for NSW

Supporting Groups

The South East and Tablelands Delivery, Coordination and Monitoring Committee can be supported by outcome-specific groups that bring together appropriate personnel (government, industry or community) to provide advice on particular issues or projects.

Existing governance framework

It is important to recognise the existing broader governance framework in operation within the region to ensure the South East and Tablelands Delivery, Coordination and Monitoring Committee complements current activity.

The South East and Tablelands Regional Leadership Executive, which is a Department of Premier and Cabinet led initiative, is a body that supports close working relationships between NSW Government agencies and the Canberra Region Joint Organisation. The network encourages strategic collaboration, consultation, solution brokerage and engagement on regional priorities across government.

The Committee benefits from having access to the same agency and local government organisations that comprise the Regional Leadership Executive. This is particularly important where the NSW Government 'Fit for the Future' reforms are changing the way Government works with councils on local priorities.

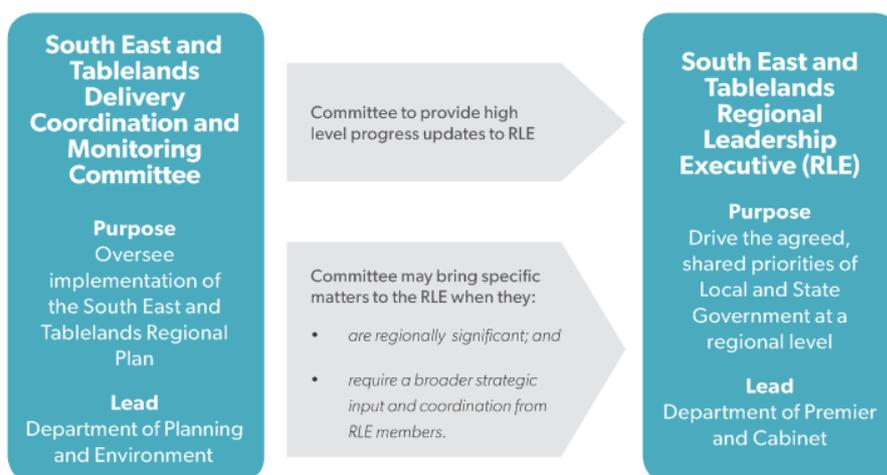
Links to other strategies

The NSW Government has in place, or is developing, a number of other strategies that will influence the implementation of the Regional Plan, including the South East Local Strategic Plan, Riverina Local Strategic Plan, Murray-Murrumbidgee Regional Transport Plan, and the Southern Regional Transport Plan.

The South East and Tablelands Delivery, Coordination and Monitoring Committee will have a role in ensuring that there is appropriate coordination across the implementation of these strategies. This applies particularly to those strategies that address housing, growth and infrastructure. It is anticipated that these strategies will complement the focus on growth in the Regional Plan.

It is also important there is strong links with community strategic plans prepared by Councils and that set out key strategic priorities identified by local communities over 10 years.

Figure 1: **Regional Governance Framework**



Review mechanisms

Annual Monitoring Report

An Annual Monitoring Report will be prepared to monitor progress on implementation of the Regional Plan. This will report progress on goals, directions and actions, with a particular focus on the priorities that have been agreed with the South East and Tablelands Delivery, Coordination and Monitoring Committee. It will also list achievements and important regional highlights from the year. Implementation priorities will be revised and a new program for work will be identified for each subsequent year.

Regional Plan Review

The Regional Plan will be subject to a five-yearly review, or as necessary, to update and revise the strategies provided through the goals, directions and actions. A five-yearly review will revisit regional performance, challenges and opportunities and incorporate the most up-to-date information provided through the census process. The review of the Regional Plan will be informed by the South East and Tablelands Delivery, Coordination and Monitoring Committee as well as the Annual Monitoring Reports.

Implementation Plan

The priorities identified in this Implementation Plan will be updated on an annual basis and will form the work program for each subsequent year. This will ensure that implementation of the Regional Plan remains current and responsive to regional conditions.

South East and Tablelands Regional Plan Actions

1	Direction 1: Leverage access to the global gateway of Canberra Airport				
	Action	Initiative or Strategy	Governance		
			Responsibility ¹	Partner ²	Timing ³
1.1	Protect Canberra Airport's current and future operations by maintaining restrictions on the location of nearby residential development.	Strategy	Council	DPE	Ongoing
1.2	Enhance data sharing on freight movements between the NSW and ACT Governments to improve freight planning and management.	Strategy	TfNSW	Council, ACT	Ongoing
1.3	Plan for compatible and complementary economic development opportunities around the region's airports, including in Moruya and Merimbula.	Strategy	Council	DPE, DPC	Ongoing

2	Direction 2: Enhance tourism and export opportunities through the Port of Eden				
	Action	Initiative or Strategy	Governance		
			Responsibility ¹	Partner ²	Timing ³
2.1	Promote business and industry development to attract visitors and cruise vessels to Eden.	Strategy	DPC	Council, DPC, DSNSW, DNSW, Port Authority NSW	Ongoing
2.2	Develop a strategy to encourage marine-based tourism along the South Coast and Illawarra-Shoalhaven.	Initiative	DPE	Council, DPC, DNSW, DSNSW	Immediate
2.3	Foster opportunities for embarkation and disembarkation facilities around wharf infrastructure to support marine-based tourism.	Strategy	DPC	Council	Ongoing
2.4	Protect port-related infrastructure at the Port of Eden from encroachment through local environmental plans.	Strategy	DPC	Council	Ongoing
2.5	Continue to implement actions and prioritise investment in boating infrastructure as identified in relevant regional boating plans to improve boating safety, boat storage and waterway access, including better launching facilities for marine-based tourism.	Strategy	TfNSW	Council	Ongoing

¹ Responsibility: Indicates who leads the investigation, assessment and decision-making for land use planning.

² Partner: Indicates who supports the lead and takes an active role in land use planning.

³ Timing: Immediate: 0-2 years; Short term: 3-5 years; Medium term: 5-10 years; Long term: 10+ years, ongoing – strategies.

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3	Direction 3: Develop the Snowy Mountains into Australia's premier year-round alpine destination				
	Action	Initiative or Strategy	Governance		
			Responsibility ¹	Partner ²	Timing ³
3.1	Enhance opportunities for visitation and recreation on the Snowy River by improving access and signage.	Strategy	DPC	Crown Lands NSW, Council, OEH, DSNSW, RMS	Ongoing
3.2	Develop a Visitor Economy Strategy for the Snowy Mountains.	Initiative	DPC	Council, OEH, DPE	Immediate
3.3	Investigate opportunities for improved access to the Snowy Mountains through flexible transport options, improved connections through existing transport modes, and air travel.	Initiative	TfNSW	Council	Short Term

4	Direction 4: Leverage growth opportunities from Western Sydney				
	Action	Initiative or Strategy	Governance		
			Responsibility ¹	Partner ²	Timing ³
4.1	Foster initiatives to promote the South East and Tablelands as a suitable place for businesses to relocate.	Strategy	DPC, Council	DPE	Ongoing
4.2	Maintain a supply of appropriately serviced employment land to create opportunities for new industrial development.	Strategy	Council	DPE, DPC	Ongoing
4.3	Monitor development so that infrastructure planning responds to investment opportunities.	Strategy	Council	DPE, DPC	Ongoing

5	Direction 5: Promote agricultural innovation, sustainability and value-add opportunities				
	Action	Initiative or Strategy	Governance		
			Responsibility ¹	Partner ²	Timing ³
5.1	Promote commercial, tourism and recreational activities that support the agricultural sector.	Strategy	Council	DPE, DOI	Ongoing
5.2	Encourage value-add agricultural opportunities through flexible planning provisions in local strategies and local environmental plans.	Strategy	Council	DPE	Ongoing
5.3	Encourage co-location of related value-added agricultural industries to maximise infrastructure, decrease supply chain costs, increase economies of scale and attract further investment.	Strategy	Council	DPE	Ongoing
5.4	Promote opportunities to better connect the agricultural industry to export markets.	Strategy	DPC	DPE	Ongoing

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6	Direction 6: Position the region as a hub of renewable energy excellence				
	Action	Initiative or Strategy	Governance		
			Responsibility ¹	Partner ²	Timing ³
6.1	Identify opportunities for renewable energy industries.	Strategy	DRG	OEH, DPE	Ongoing
6.2	Develop analytical tools to map large-scale renewable energy potential.	Initiative	DRG	Council	Medium Term
6.3	Encourage the co-location of renewable energy projects to maximise infrastructure, including corridors with access to the electricity network.	Strategy	Council	DPE, DRG	Ongoing
6.4	Promote best practice community engagement and maximise community benefits from renewable energy projects.	Strategy	Council, DPE	DRG	Ongoing
6.5	Promote appropriate smaller-scale renewable energy projects using bioenergy, solar, wind, small-scale hydro, geothermal or other innovative storage technologies.	Strategy	Council	DRG, OEH	Ongoing

7	Direction 7: Grow the South Coast's aquaculture industry				
	Action	Initiative or Strategy	Governance		
			Responsibility ¹	Partner ²	Timing ³
7.1	Facilitate the development of a shellfish hatchery to safeguard oysters and other shellfish production.	Initiative	DOI	Council	Short Term
7.2	Minimise the impacts of development on aquatic habitats in aquacultural estuaries.	Strategy	Council	OEH, DOI	Ongoing
7.3	Promote opportunities to better connect the aquaculture industry to export markets.	Strategy	DPC	DPE	Ongoing

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8	Direction 8: Protect important agricultural land				
	Action	Initiative or Strategy	Governance		
			Responsibility ¹	Partner ²	Timing ³
8.1	Map important agricultural land to better inform strategic and local planning processes.	Initiative	DOI	Council, DPE	Immediate
8.2	Protect identified important agricultural land from land use conflict and fragmentation and manage the interface between important agricultural land and other land uses through local environmental plans.	Strategy	Council	DOI, DPE	Ongoing
8.3	Develop profiles of the leading agricultural industries to guide future investment decisions.	Initiative	DOI	Council, DPE	Immediate
8.4	Minimise biosecurity risks by undertaking risk assessments that take into account biosecurity plans, and applying appropriate buffer areas.	Strategy	Council	DOI	Ongoing

9	Direction 9: Grow tourism in the region				
	Action	Initiative or Strategy	Governance		
			Responsibility ¹	Partner ²	Timing ³
9.1	Enhance the broader tourism offering by collaborating with Visit Canberra and the ACT Government.	Strategy	Council	ACT, DPC, DSNSW	Ongoing
9.2	Encourage tourism development in natural areas that support conservation outcomes.	Strategy	OEH	Council, DPE, DPC, DSNSW, DSSS	Ongoing
9.3	Align local strategies with the relevant destination management plan.	Strategy	Council	DSNSW, DSSS	Ongoing
9.4	Collaborate with and support Eden Local Aboriginal Land Council's development of the Bundian Way as a sustainable economic venture.	Strategy	NSW Aboriginal Affairs	Council, DPC, Eden LALC, DSNSW	Ongoing
9.5	Address seasonal transport capacity shortages efficiently through initiatives such as: <ul style="list-style-type: none"> branding public transport services; raising awareness of travel options; supporting seasonal transport options such as holiday bus services and/or park and ride services; and introduce flexible and on-demand transport options. 	Initiative	TfNSW	Council	Medium Term

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10	Direction 10: Strengthen the economic self-determination of Aboriginal communities				
	Action	Initiative or Strategy	Governance		
			Responsibility ¹	Partner ²	Timing ³
10.1	Work with the Local Aboriginal Land Councils to conduct a strategic assessment of their landholdings to identify priority sites with economic development potential.	Initiative	DPE	Council, LALC, NSW Aboriginal Affairs	Short Term
10.2	Identify priority sites that can create a pipeline of potential projects.	Initiative	DPE	Council, LALC, NSW Aboriginal Affairs	Short Term
10.3	Deliver opportunities to increase the economic independence of Aboriginal communities through training, employment and tourism.	Strategy	NSW Aboriginal Affairs	Council	Ongoing

11	Direction 11: Enhance strategic transport links to support economic growth				
	Action	Initiative or Strategy	Governance		
			Responsibility ¹	Partner ²	Timing ³
11.1	Improve the capacity of the regional freight network by investigating and prioritising upgrades to narrow bridges, culverts, alignment, and lane and shoulder width that constrain restricted access vehicles.	Strategy	TfNSW	Council	Ongoing
11.2	Deliver local and regional road projects that support the regional freight network.	Strategy	TfNSW, Council	-	Ongoing
11.3	Limit inappropriate adjoining development and direct access points along strategic transport links including the Hume, Federal, Illawarra, Barton and Kings highways.	Strategy	Council	DPE	Ongoing
11.4	Investigate options to improve heavy vehicle rest areas appropriate for the demand.	Strategy	TfNSW	Council	Ongoing
11.5	Work with the Australian Government to plan for future high-speed rail corridor.	Strategy	Council	DPE	Ongoing

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12	Direction 12: Promote business activities in urban centres				
	Action	Initiative or Strategy	Governance		
			Responsibility ¹	Partner ²	Timing ³
12.1	Use flexible planning controls to facilitate knowledge-intensive industries and the development of small work hubs.	Strategy	Council	DPE	Ongoing
12.2	Encourage mixed use developments that cater for commercial, retail, residential and tourism uses through local planning controls.	Strategy	Council	DPE	Ongoing
12.3	Reinforce the role and function of centres as the primary places for commerce, retail, social activity and regional services through local strategies and local environmental plans.	Strategy	Council	DPE	Ongoing
12.4	Focus future commercial and retail activity in existing commercial centres, unless there is a demonstrated need and positive social and economic benefits to locate this activity elsewhere.	Strategy	Council	DPE	Ongoing
12.5	Require proposals for new retail development to demonstrate how they: <ul style="list-style-type: none"> respond to retail supply and demand needs; respond to innovations in the retail sector; maximise the use of existing and planned infrastructure (including public transport and community facilities) commensurate with the scale of the proposal; and enhance the value of the public realm. 	Strategy	Council	DPE	Ongoing

13	Direction 13: Manage the ongoing use of mineral resources				
	Action	Initiative or Strategy	Governance		
			Responsibility ¹	Partner ²	Timing ³
13.1	Consult with the NSW Division of Resources and Geosciences when assessing applications for land use changes (strategic land use planning, rezoning and planning proposals) and new developments or expansions.	Strategy	Council	DRG, DPE	Ongoing
13.2	Protect areas of mineral and energy resources potential through local strategies and local environmental plans.	Strategy	Council	DRG, DPE	Ongoing

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14	Direction 14: Protect important environmental assets				
	Action	Initiative or Strategy	Governance		
			Responsibility ¹	Partner ²	Timing ³
14.1	Develop and implement a comprehensive Koala Plan of Management for the Snowy Monaro and Wingecarribee local government areas.	Initiative	Council	OEH	Short Term
14.2	Protect the validated high environmental value lands in local environmental plans.	Strategy	Council	OEH, DPE, DOI	Ongoing
14.3	Minimise potential impacts arising from development on areas of high environmental value, including groundwater-dependent ecosystems and aquatic habitats, and implement the 'avoid, minimise and offset' hierarchy.	Strategy	Council	OEH, DOI	Ongoing
14.4	Improve the quality of and access to information relating to land with identified high environmental values.	Initiative	OEH	Council	Short Term
14.5	Support planning authorities to undertake strategic, landscape-scale assessments of biodiversity and areas of high environmental value.	Strategy	OEH	Council	Ongoing
14.6	Protect Travelling Stock Reserves in local strategies.	Strategy	Council	OEH, DPE	Ongoing

15	Direction 15: Enhance biodiversity connections				
	Action	Initiative or Strategy	Governance		
			Responsibility ¹	Partner ²	Timing ³
15.1	Protect and enhance the function and resilience of biodiversity corridors in local strategies.	Strategy	Council	OEH, DPE, DOI	Ongoing
15.2	Improve planning authority access to regional biodiversity corridor mapping and methodology.	Initiative	OEH	Council, DPE, DOI	Immediate
15.3	Confirm and validate the location and boundaries of regional biodiversity corridors.	Strategy	OEH	Council, DPE, DOI	Ongoing
15.4	Focus offsets from approved developments to regional biodiversity corridors, where possible.	Strategy	Council	OEH, DOI	Ongoing

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16	Direction 16: Protect the coast and increase resilience to natural hazards				
	Action	Initiative or Strategy	Governance		
			Responsibility ¹	Partner ²	Timing ³
16.1	Locate development, including new urban release areas, away from areas of known high bushfire risk, flooding hazards or high coastal erosion/inundation; contaminated land; and designated waterways to reduce the community's exposure to natural hazards.	Strategy	Council	OEH, DPE	Ongoing
16.2	Implement the requirements of the NSW Floodplain Development Manual by developing, updating or implementing flood studies and floodplain risk management plans.	Strategy	Council	OEH, DPE	Ongoing
16.3	Update coastal zone/estuary management plans and prepare new coastal management programs to identify areas affected by coastal hazards.	Strategy	OEH	Council, DPE	Ongoing
16.4	Incorporate the best available hazard information in local environmental plans consistent with current flood studies, flood planning levels, modelling, floodplain risk management plans and coastal zone management plans.	Strategy	Council	OEH, DPE	Ongoing
16.5	Update and share current information on environmental assets and natural hazards with councils to inform planning decisions.	Strategy	Council	OEH, DPE	Ongoing
16.6	Manage risks associated with future urban growth in flood-prone areas as well as risks to existing communities.	Strategy	Council	OEH, DPE	Ongoing

17	Direction 17: Mitigate and adapt to climate change				
	Action	Initiative or Strategy	Governance		
			Responsibility ¹	Partner ²	Timing ³
17.1	Enhance government service delivery and implement local initiatives to address climate change impacts on local communities.	Initiative	OEH	Council	Medium Term
17.2	Collaborate with the ACT Government to reduce emissions and adopt adaptation strategies.	Strategy	OEH	ACT	Ongoing
17.3	Support councils to assess and respond to impacts and opportunities associated with a changing climate.	Strategy	OEH	Council	Ongoing
17.4	Help communities and businesses to understand and respond to climate-related risks and opportunities by providing climate information, building capacity and unlocking financial mechanisms to help fund emission reductions and climate adaptation.	Strategy	OEH	Council	Ongoing

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18	Direction 18: Secure water resources				
	Action	Initiative or Strategy	Governance		
			Responsibility ¹	Partner ²	Timing ³
18.1	Locate, design, construct and manage new developments to minimise impacts on water catchments, including downstream impacts and groundwater sources.	Strategy	Council	OEH, DOI	Ongoing
18.2	Finalise water resource plans for rivers and groundwater systems as part of the Murray-Darling Basin Plan and implement water sharing plans.	Initiative	DOI	Council, DPE	Medium Term
18.3	Prepare or review integrated water cycle management strategies to ascertain long-term infrastructure needs to accommodate population growth.	Strategy	Council	DOI	Ongoing
18.4	Incorporate water sensitive urban design into development that is likely to impact water catchments, water quality and flows.	Strategy	Council	OEH, DOI	Ongoing

19	Direction 19: Strengthen cross-border connectivity				
	Action	Initiative or Strategy	Governance		
			Responsibility ¹	Partner ²	Timing ³
19.1	Finalise a cross-border transport model that incorporates the ACT and the Queanbeyan-Palerang and Yass Valley local government areas.	Initiative	TfNSW	ACT	Medium Term
19.2	Prepare an issues and options paper on cross-border public transport that maps public transport services and demand, and addresses legal and contractual barriers.	Initiative	TfNSW	ACT	Immediate

20	Direction 20: Enhance access to goods and services by improving transport connections				
	Action	Initiative or Strategy	Governance		
			Responsibility ¹	Partner ²	Timing ³
20.1	Improve bus operations in centres and their connections with regional communities.	Strategy	TfNSW	Council	Ongoing
20.2	Work with community transport providers to meet future demand.	Strategy	TfNSW	Council	Ongoing
20.3	Integrate community transport services into the overall transport system to meet a broader range of needs.	Strategy	TfNSW	Council	Ongoing

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21	Direction 21: Increase access to health and education services				
	Action	Initiative or Strategy	Governance		
			Responsibility ¹	Partner ²	Timing ³
21.1	Implement planning controls to grow complementary health uses around hospitals.	Strategy	Council	DPE, Health	Ongoing
21.2	Work with the ACT Government to meet the growing and changing education needs of cross-border communities.	Strategy	Education	ACT	Ongoing
21.3	Facilitate joint venture opportunities to share community and education facilities.	Initiative	Education	DPE, Council	Medium Term
21.4	Identify appropriate sites for cemeteries and crematoria in local strategies.	Strategy	Council	DOI	Ongoing

22	Direction 22: Build socially inclusive, safe and healthy communities				
	Action	Initiative or Strategy	Governance		
			Responsibility ¹	Partner ²	Timing ³
22.1	Develop best-practice guidelines for planning, designing and developing healthy built environments and use the Neighbourhood Planning Principles (Appendix A) in local environmental plans, development control plans and local strategies in the interim.	Initiative	DPE	Council	Immediate
22.2	Adopt elements of Livable Housing Australia's Livable Housing Design Guidelines in development controls for housing, where possible.	Strategy	Council	DPE	Ongoing
22.3	Integrate walking and cycling networks into the design of new communities to encourage physical activity.	Strategy	Council	DPE	Ongoing
22.4	Promote energy efficiency in new development proposals.	Strategy	Council	DPE	Ongoing

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23	Direction 23: Protect the region's heritage				
	Action	Initiative or Strategy	Governance		
			Responsibility ¹	Partner ²	Timing ³
23.1	Undertake and implement heritage studies, including regional Aboriginal cultural heritage studies, to inform local strategies.	Strategy	Council	OEH	Ongoing
23.2	Consult with Aboriginal people and the broader community to identify heritage values at the strategic planning stage.	Strategy	Council	OEH	Ongoing
23.3	Conserve heritage assets during local strategic planning and development.	Strategy	Council	OEH	Ongoing
23.4	Provide resources for heritage advice to inform planning processes.	Initiative	OEH	Council	Short Term
23.5	Acknowledge cultural heritage assets where appropriate, and consider how these assets can add value to a development.	Strategy	Council	OEH	Ongoing
23.6	Enhance heritage data sharing between NSW and ACT to support joint conservation planning.	Strategy	OEH	ACT	Ongoing

24	Direction 24: Deliver greater housing supply and choice				
	Action	Initiative or Strategy	Governance		
			Responsibility ¹	Partner ²	Timing ³
24.1	Prepare guidelines for local housing strategies.	Initiative	DPE	Council, FACS	Immediate
24.2	Prepare local housing strategies consistent with the Settlement Planning Principles to provide a surplus supply of residential land to meet projected housing needs.	Strategy	Council	DPE	Ongoing
24.3	Promote increased housing choice, including townhouses, villas and apartments in strategic centres and locations close to existing services and jobs.	Strategy	Council	DPE	Ongoing
24.4	Promote opportunities for retirement villages, nursing homes and similar housing for seniors in local housing strategies.	Strategy	Council	DPE, FACS	Ongoing

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25	Direction 25: Focus housing growth in locations that maximise infrastructure and services				
	Action	Initiative or Strategy	Governance		
			Responsibility ¹	Partner ²	Timing ³
25.1	Focus future settlement to locations that: <ul style="list-style-type: none"> • maximise existing infrastructure and services and minimise the need for new services; • prioritise increased densities within existing urban areas; and • prioritise new release areas that are an extension of existing strategic and local centres. 	Strategy	Council	DPE	Ongoing
25.2	Plan for and prioritise services and infrastructure investment to maximise cost efficiencies, coordinate the delivery of different infrastructure assets, and achieve equitable sharing of responsibility, including funding, procurement and ongoing maintenance.	Strategy	Council	DPE	Ongoing

26	Direction 26: Coordinate infrastructure and water supply in a cross-border setting				
	Action	Initiative or Strategy	Governance		
			Responsibility ¹	Partner ²	Timing ³
26.1	Coordinate the provision of services and infrastructure required to support housing delivery in the Yass Valley and Queanbeyan-Palerang local government areas, including South Jerrabomberra and Parkwood.	Initiative	DPE	Council, Infrastructure providers	Immediate
26.2	Develop an agreed set of principles to inform a new cross-border infrastructure funding model.	Initiative	DPC	ACT	Short Term
26.3	Develop a regional water strategy for the Yass Valley and Queanbeyan-Palerang local government areas that clarifies the requirements, available volumes and quality of all water supplies and defines the optimal level of water use.	Initiative	DOI	Council	Medium Term
26.4	Enhance cross-jurisdictional collaboration to develop a coordinated strategic approach to water supply and investigate water supply options for growth areas.	Strategy	DPE	ACT, Council, DOI	Ongoing
26.5	Work with the ACT Government to develop a cross-border land and housing monitor.	Initiative	DPE	ACT	Immediate

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ACT: ACT Government; Council: Includes all Councils in the South East and Tablelands Region and the Canberra Region Joint Organisation; DOI: Department of Industry; DNSW: Destination NSW; DSNSW: Destination Southern NSW; DSSS: Destination Sydney Surrounds South; DPC: Department of Premier and Cabinet; DPE: Department of Planning and Environment; Education: Department of Education; Health: Health NSW; FACS: Department of Family and Community Services; DRG: Division of Resources and Geoscience; LALC: Local Aboriginal Land Council; OEH: Office of Environment and Heritage; RFS: Rural Fire Services; Eden LALC: Eden Local Aboriginal Land Council; RMS: Roads and Maritime Services; TfNSW: Transport for NSW.

27	Direction 27: Deliver more opportunities for affordable housing				
	Action	Initiative or Strategy	Governance		
			Responsibility ¹	Partner ²	Timing ³
27.1	Deliver greater housing affordability by incorporating policies and tools into local housing strategies and local planning controls that will enable a greater variety of housing types and incentivise private investment in affordable housing.	Strategy	Council	DPE, FACS	Ongoing
27.2	Facilitate greater housing diversity, including studios and one- and two-bedroom dwellings, to match forecast changes in household sizes.	Strategy	Council	DPE, FACS	Ongoing

28	Direction 28: Manage rural lifestyles				
	Action	Initiative or Strategy	Governance		
			Responsibility ¹	Partner ²	Timing ³
28.1	Enable new rural residential development only where it has been identified in a local housing strategy prepared by council and approved by the Department of Planning and Environment.	Strategy	Council	DPE	Ongoing
28.2	Locate new rural residential areas: <ul style="list-style-type: none"> close to existing urban settlements to maximise the efficient use of existing infrastructure and services, including roads, water, sewer and waste services, and social and community infrastructure; to avoid and minimise the potential for land use conflicts with productive, zoned agricultural land and natural resources; and to avoid areas of high environmental, cultural and heritage significance, important agricultural land and areas affected by natural hazards. 	Strategy	Council	DPE, RFS, OEH	Ongoing
28.3	Manage land use conflict that can result from cumulative impacts of successive development decisions.	Strategy	Council	DPE	Ongoing

¹Responsibility: Indicates who leads the investigation, assessment and decision-making for land use planning.

²Partner: Indicates who supports the lead and takes an active role in land use planning.

³Timing: Immediate: 0-2 years; Short term: 3-5 years; Medium term: 5-10 years; Long term: 10+ years, ongoing – strategies.

ACT: ACT Government; Council: Includes all Councils in the South East and Tablelands Region and the Canberra Region Joint Organisation; DOI: Department of Industry; DNSW: Destination NSW; DSNSW: Destination Southern NSW; DSSS: Destination Sydney Surrounds South; DPC: Department of Premier and Cabinet; DPE: Department of Planning and Environment; Education: Department of Education; Health: Health NSW; FACS: Department of Family and Community Services; DRG: Division of Resources and Geoscience; LALC: Local Aboriginal Land Council; OEH: Office of Environment and Heritage; RFS: Rural Fire Services; Eden LALC: Eden Local Aboriginal Land Council; RMS: Roads and Maritime Services; TfNSW: Transport for NSW.



*For more information about the South East and Tablelands Plan 2036
visit planning.nsw.gov.au*

Consult Survey GRA Pty Ltd

Consulting Land & Engineering Surveyors

Po Box 929 Cooma NSW 2630

Ph : 0264 526 301 or 0264 526 305

Mobile 0427 766 129

Email ; bjg@acr.net.au

Dean Lynch – Council Administrator
Snowy Monaro Regional Council
Po Box 714 COOMA NSW 2630
15th May 2017

Re: DA:010.2016.543.01 – Yallakool Road, Subdivision

Dear Mr Lynch

As discussed at our meeting Friday 3rd February the developers (Bottomline Group) herein request the following amendments to the conditions originally set out in our D/A approval conditions so we can plan the necessary finance arrangements to and actions towards project construction. Because of the necessity of knowing the contribution amounts when arranging valuations and financing for the project, we request that a reasonably firm figure be given prior to our submitting construction plans, as we believe that the DA plans as submitted are comprehensive enough to provide firm figures in advance of the construction plans.

We are encouraged by the recent decision to reduce water and sewerage contributions by 30% and 50% respectively.

Section 68 Contribution : Water Supply (Reduced by 30%).

The original contribution as specified in DA 10.2016.543.1 was \$484,626. With the reduction (30%) this becomes \$339,238.

As stated previously, we have surveyed the route, but not completed a final water supply network design. The draft layout based on the surveyed route is for estimation purposes only, but should be close to the final design layout, pipeline depths, fittings and connections will need to be reviewed, and drawn up in construction plans.

We are aware that a neighboring development to our west may wish to tap in to our line along Yallakool Road from Mittagang Road, and that future growth to our east will do likewise.

We also take note of the suggested willingness by council as expressed in DA 10.2015.461.1 (38 lot Subdivision) section 7, "Council is open to further discussions regarding sharing some of the cost of the trunk main".

Common use sections.

Based on the draft design the first section A (length 258m), our estimate for the placement of a 200dn water main from Mittagang Road to the first existing hydrant along Yallakool Rd is \$160,000. On this section, we request council to contribute **\$90,000** to the cost of placement.

The next section B along Yallakool Rd (197m) from the hydrant above to the bifurcation of our pipeline just past the creek on our North-West boundary is estimated to cost \$75,000, to which we request council to contribute **\$45,000** to the cost of placement.

The last section C along Yallakool Rd (1000m) from the bifurcation above to the intersection of Yallakool Rd and the laneway on our North-East boundary is estimated to cost \$270,000, to which we request council to contribute **\$70,000** to the cost of placement.

Councils total Water Supply contribution would be **\$205,000**, towards our supply and construction costs of \$505,000 for the sections A,B&C.

The above would reduce our contribution to a payout figure of \$134,238 in respect of water supply.

Section 68 Contribution : Sewer (Reduced by 50%).

The original contribution as specified in DA 10.2016.543.1 was \$446,710. With the reduction (50%) this becomes \$223,355.

We request that the sewerage connection fee be reduced from \$223,355 to \$200,000.

Our reasoning is that as the project only requires a tapping into the existing line by the installation of a new manhole, the reduction of \$23,355 will assist in the installation cost of the manhole which as it resides on a public road will be more readily accessible than the other manhole in this vicinity.

Project design flow peaks at 4.5 litres per second which would only require a pipe of 87mm diameter to pass that flow. The capacity of the existing pipeline, 225mm dia UPVC at 1/59 grade is around 94 litres per second, therefore we believe that apart from the installation of the manhole nothing else needs to be done to increase the capacity of this service line.

Section 94 Contribution : Dedication of Open Space (No reduction).

As noted in the current 62 lot DA 10.2016.543.1 advice, Council's Section 94 Plan provides for a reduction in lieu of land dedicated to the public as open space. Lots 65 and 66 as noted need further negotiation with council on their value.

Under DA section 52 we are required to design and construct cycle paths through the land so access can be gained from the southern end near Monaro High School and exited onto Yallakool Road. In addition, Bus Parking allowance, should be provided which will be added to the existing Road Design for construction only of the pavement, not the shelters.

We also wish to landscape this land so it provides an added incentive to purchasers and the public to use, have picnics, play and walk on.

Our position is that in deciding the value of this land we should receive a value based on the capital improvements made on the land. This will help offset the quantum of contribution and development costs.

Our Estimate for works on the Open Space.

Concrete Path : 20mpa, 2.5wide 0.1 thick length 500m + 20% for path on lot 65 and miscellaneous applications ⇒ \$40,000 + Labor \$40,000= **\$80,000**

Landscaping : Furniture, Top Soil & Surface shaping, Supply and Labor ⇒ **\$50,000**

Foot Bridges : 3 @ \$10,000 each including labor ⇒ \$30,000 +

Rock & Geotextile as required ⇒ \$20,000 = **\$50,000**

1xBus Parking (off road) ⇒ **\$31,500** (the other bus parking within the project at our expense),

Survey&Design ⇒ **\$30,000**

Subtotal : \$241,500 say **\$245,000** to construct.

Unimproved Land value taking into account the value loss mainly due to Electricity Easement = **\$85,000**

Estimated capital improved value \$330,000.

We request that \$330,000 be subtracted from the sec 94 contributions.

Yallakool Road and Monaro Highway Upgrade

Under section 32. We are to Provide Survey, Design and Construction of a AUL & CHR(S) intersection at the Yallakool Road junction with Monaro Highway.

We request that DA section 32 be removed as we do not want to be involved with any design or construction costs in relation to the intersection for the following reasons: -

1. As previously stated the intersection is substandard now.
2. The CHR(S) intersection will have impact on the Polo Flat road intersection which will require a design that incorporates all three roads and existing driveway access to properties. This is also stated on page 3 of council letter 12th April (Mark Adams), and goes on to state, " is the responsibility of Council and RMS". Simultaneous Design and Construction by two independent parties is a confusing situation and is not recommended.

3. Other subdivision projects in the near and future will use this intersection, and it is not reasonable to burden this project with the total costs of this upgrade.

We refer to our engineer's traffic assessment report submitted to council in 2016 and subsequent comments. Attached to this letter is a letter from our engineer on this matter.

Due to the time left to make an order and payment to Essential Energy in respect of their subsidy on electrical equipment, we request that advice on section 32 regarding its removal from the conditions of consent, be given in writing by Friday 26th May 2017. If this advice is not given then the costs to provide electricity to have a high probability to escalate by \$500,000 to the project costs.

Should you wish to discuss these matters please contact the developer on 0413 595 551, or Project Manager Bob Griffiths 0427 766 129 or 0264 526 305.

Yours faithfully



Bob Griffiths on behalf of Tony Papalia
BOTTOMLINE GROUP PTY LTD



Bottomline Group
PO Box 60
SILVERDALE
NSW 2752

Attention: Tony Papalia

Osgood CRE Pty Ltd 2168 bermagui-tethra road
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H:\2016\1606 Yallakool Rd 62 lots\005_BottomLine1_Corro\2017\0504 Yallakool MonaroHwyInt_VO-TP.docx
04 May 2017

Re: DA 10.2016.543.1
Yallakool Road/Monaro Highway Intersection – Concept AUL/CHR(S) Layout

Dear Tony,

Attached is a concept layout of the geometry of the Yallakool Road/Monaro Highway intersection as per the Consent Condition 32 - AUL/CHR(S) intersection treatment. The geometry of the intersection is accurate for the 80kph speed zone. We have drafted this arrangement to:

- a. illustrate the extent of works as required by the Consent Condition,
- b. understand the impact on the Polo Flat Road/Monaro Highway Intersection, which is the responsibility of others to design and construct, and
- c. as supporting documentation for the deletion of the Consent Condition 32.

The majority of the intersection is within the existing paved area, however the shoulders are not. The RMS have suggested in their correspondence to SMRC of 17 June 2016, that the existing shoulder pavement is more than likely insufficient for the higher volume of traffic if the intersection were to be upgraded as per this arrangement. This we cannot confirm until the construction phase, hence any opinion of costs should be considered with appropriate contingency.

We offer the following reasons why these works should not be included in the Consent;

1. The existing intersection is already dangerous as it does not provide a defined passing lane for westbound traffic passing stopped vehicles waiting to turn right into Yallakool Road and requires upgrading immediately.
2. The proposed CHR(S) arrangement extends past the Polo Flat Road intersection, which also requires a CHR(S) right turn treatment (but is not documented here). Design of these intersection arrangements by separate parties at separate times is inefficient and will be confusing for those involved.
3. The subject intersection is 0.5km away from the nearest proposed new lot in the subdivision and hence there is extensive other land fronting, or has access provided by, Yallakool Road, that may be subdivided in the future that will use this intersection, potentially hundreds of additional lots. It is unreasonable to impose the total cost of the intersection upgrade onto the developer of the initial subdivision.

Hence it is common sense that the SMRC and RMS should design and construct the Monaro Highway/Yallakool Road & Polo Flat Road Intersections as one project, sooner rather than later.

Yours sincerely,

Van Osgood
Director

Encl: 1606-P_INT01





Enquiries Mark Adams
Service Planning – Cooma Office
Our Ref 10.2016.543.2
Your Ref

Robert A Griffiths
PO Box 929
COOMA NSW 2630

Notice of Determination of an Application to Modify a Development Consent

Issued under the *Environmental Planning and Assessment Act 1979* (the 'Act')

Application Number	10.2016.543.2 Original Development Application Number: 10.2016.543.1
Property Description	Yallakool Road COOMA 2630 Lot: 101 DP: 1183622
Development Description	62 lot subdivision (Stage Development)
Modification Description	Applied for: Stage development (3 stages) Delete condition 32 Accept land and capital works in lieu of payment of Section 94 contributions Determined: Stage development (3 stages) Amend condition 32 Accept capital works only in lieu of payment of Section 94 contributions subject to certain requirements

Determination

Pursuant to Section 96 of the Act

Notice is hereby given of the determination by Snowy Monaro Regional Council of Development Application 10.2016.543.2 relating to the land described above.

The Modification has been **APPROVED** subject to the Conditions specified in this Notice.

Authority: Council (Meeting date 26 July 2017)

Modification Determination Date: _____

Original Determination Date: 23/06/2016

Consent to Operate from: 23/06/2016

Consent will Lapse on: 23/06/2021

Integrated Approval Bodies

Pursuant to Section 93 of the Act

The development application proposal was not Integrated Development. INT_01

Conditions

General

- 1) The development being carried out in accordance with the approved documents/plans listed in the Schedule below and development application except where amended by the conditions of this Consent as set out in the following conditions or by any subsequently approved Section 96 modification.

Document/Plan Schedule			
Ref	Description	Prepared/Drawn By	Received
GV 1	General view	RA Griffiths – Consulting Land and Engineering Surveyor	28/01/2016
LD 1	Lot dimensions	RA Griffiths – Consulting Land and Engineering Surveyor	28/01/2016
LS 1	General view – Landscape and Planting	RA Griffiths – Consulting Land and Engineering Surveyor	28/01/2016
FF 1	General view – Flora and Fauna	RA Griffiths – Consulting Land and Engineering Surveyor	28/01/2016
RD 1	General view – Access Roads, Lot and Easement Layout, Concept Water Supply, Sewer and Stormwater Reticulation	RA Griffiths – Consulting Land and Engineering Surveyor	28/01/2016
	Utility Services Concept Plan		28/01/2016
ST 1	Staging Plan	RA Griffiths – Consulting Land and Engineering Surveyor	18/05/2017

Reason: Requirement that the development is completed in accordance with Council's consent. P_1_01

- 2) No water supply service shall traverse or encroach onto any lot to service another.
Reason: Services to remain wholly within lot it services. W_1_06
- 3) An easement for 3m in favour of Council is to be created under Section 88B of the *Conveyancing Act 1919* to burden the lots identified as being encumbered by Wastewater mains as indicated on the approved/submitted plans for the development. Space is to be provided within the Instrument for Council's General Manager to sign.
Reason: To ensure Council has legal and unrestricted access to its Wastewater Drainage infrastructure. WW_1_18
- 4) An application under Section 68 of the *Local Government Act 1993* is to be lodged with Council for the required water supply / sewerage supply works. No works are to commence until the Section 68 application is approved.
Reason: In accordance with the *Local Government Act 1993*. WWW_1_08
- 5) No lots (other than lot 65) within the subdivision are to be less than 1800m² in area.
Reason: To comply with clause 4.1 of *Cooma-Monaro Local Environmental Plan 2013*.
- 6) This consent is for subdivision and associated works only and does not authorise or unauthorise any built structures on the land which may also be shown on the approved plans.
Reason: To avoid misinterpretations of the approved plans.
- 7) An application for a Subdivision Certificate is to be lodged with Council at the time of lodgement of the linen plans as required under Part 4A of the *Environmental Planning and Assessment Act, 1979*. The fee for the Subdivision Certificate application is currently \$155 for each lot on the plan and is payable upon lodgement of the application with Council. Note: The amount to be paid will be in accordance with Council's Fees and Charges at the time of actual payment. Fees may rise at the commencement of each new financial year on 1 July.
Reason: In accordance with the *Environmental Planning and Assessment Act, 1979*.
- 8) A restriction to user is to be created under Section 88B of the *Conveyancing Act 1919* to apply to the part of lots 25, 26, 28, 29, 30 and 31 shown on the approved plans (General View – Flora and Fauna

Snowy Monaro Regional Council

plan). The restriction to user is to prevent the following activities within the area it covers:

- The removal or relocation of bushrocks;
- Ploughing of the area, application of fertilisers or any other such means of tilling or improving the soil;
- The erection of any buildings, structures or tanks;
- The construction of any solid fences within or around the edge of the restriction area
- The planting of trees or shrubs
- The grazing of livestock
- The storage of any sort of material or goods
- The redirection of water and runoff towards or away from the restriction area.

Council is to be empowered as the only authority able to release, vary or modify the restriction to use.

Reason: To prevent impacts from the subdivision upon the Natural Temperate Grassland and Hoary Sunray (*Leucochrysum albicans*) present on the site and provide on-going long term protection for these threatened species.

- 9) Lot 66 on the approved plans (Lot 64 on the staging plan) is to be dedicated to Council as Open Space (as part of the registration process of the subdivision). This lot is to be dedicated as part of stage 3 of the subdivision by default, but may be dedicated at any stage in the subdivision if agreed in writing between Council and the developer.
Reason: To provide a linkage for the public between the subdivision and Snowy Oval.
- 10) Lot 65 on the approved plans is to be dedicated to Council as a public laneway (as part of the registration process of the subdivision).
Reason: To provide a linkage for the public between the subdivision and Snowy Oval.
- 11) Lot 67 on the approved plans Lot 63 on the staging plan) is to be dedicated to Council as a public road (as part of the registration process of the subdivision). Council only requires as a minimum at each stage of the subdivision the dedication of that part of the road shown on the staging plan as within that stage of the subdivision.
Reason: To make this lot a public road owned by Council.
- 12) An easement is to be created under Section 88B of the Conveyancing Act 1919 for stormwater drainage. The easement is to burden lot/s through which stormwater infrastructure is to be located, including open channels and be in favour of Snowy Monaro Regional Council or the local government entity in existence at the time of lodgement of the instrument. Council is to be empowered as the only authority able to vary, modify or remove the easement. Space is to be provided on the 88B Instrument for Council's General Manager to sign.
Reason: To provide Council legal access to infrastructure and to provide adequate stormwater drainage for the approved/impacted lots. R.8.11

Design Changes

- 13) The following pairs of lots on the approved plans are each to be consolidated into a single allotment:
- Lots 24 & 63
 - Lots 54 & 64
- The consolidated lots are to be shown on the plans for the Subdivision Certificate.
Reason: Land within the Transgrid easement (lots 63 & 64) cannot be dedicated as public open space as this is not supported by Transgrid or Council.
- 14) The boundary between Lots 41 and 42 on the approved plans is to be adjusted such that the area of lot 42 is increased to at least 1800m². The adjusted boundary is to be shown on the plans for the Subdivision Certificate.
Reason: Lot 42 must be increased in size to at least 1800m² to comply with clause 4.1 of *Cooma-Monaro Local Environmental Plan 2013*.
- 15) The drainage easement on the approved plans shown on lots 54 and 57 is to be extended as required across Lot 64.
Reason: To ensure stormwater can legally drain across lot 64.
- 16) The boundary between Lot 52 and 54 on the approved plans is to be adjusted in the north east corner of Lot 52 such that the drainage easement is entirely located on Lot 54.

Snowy Monaro Regional Council

- Reason:* To provide for the easement entirely within lot 54 and reduce the potential for fencing or other obstructions to be placed in the easement.
- 17) The drainage easement on Lot 59 on the approved plans is to be extended through Lot 60 to the new road. The easement is to be in favour of Council.
Reason: To permit stormwater from the road reserve to be drained across lot 60 and into the easement shown on the approved plans.
- 18) The existing stockyard on site is to be allocated to Lot 46 or Lot 47 and is not to form part of the Yallakool Road reserve.
Reason: This asset is not required by Council.
- 19) The internal road hierarchy within the subdivision shall be modified in consultation with Council's Engineer to provide for the loop road to be the feeder road. The loop road shall be designed as the through road with all other internal roads to be tee intersections off the feeder road. The loop road should be described as Road 1 on the design plans and the three cul-de-sac roads shall be described as Roads 2, 3 and 4 respectively. The developer may include threshold treatments in the design to designate the entry to each of the cul-de-sac roads.
Reason: In accordance with Cooma-Monaro Shire Council Development Control Plan 2014.^{R_0_01}

Design Related Conditions

- 20) The minimum internal diameter, class and material of pipe used in the construction of the water reticulation system shall be 100mm PN12 mPVC.
- The minimum water service pipe size, class and material (watermain to meter) is to be 20mm Type 'A' copper.
- The minimum water meter size to service an individual property is to be 20mm.
- Reason:* Requirement of the *CMSC Water Supply Development Standard*.^{W_1_01}

Required Works

- 21) Each lot created shall be provided with a metered water supply service connection in accordance with *Cooma-Monaro Shire Council Water Supply Development Standard*. A meter is only required to be installed in each stage for the lots to be released in that stage.
Reason: Development to be provided with an adequate water supply service in accordance with Council's Policy and Regulations.^{W_1_02}
- 22) The Council water main shall be extended to service the development in accordance with *Cooma-Monaro Shire Council Water Supply Development Standard*. Any water supply infrastructure to be inherited by Council and constructed across a residue lot in stages 1 or 2 must be protected by a 3m easement until such time as the infrastructure is located within a public road or reserve at the completion of further stages.
Reason: Development to be provided with an adequate water supply service.^{W_1_05}
- 23) A wastewater drainage service is to be provided for the development, in accordance with *Cooma-Monaro Shire Council Wastewater Development Standard*. Any wastewater supply infrastructure to be inherited by Council and constructed across a residue lot in stages 1 or 2 must be protected by a 3m easement until such time as the infrastructure is located within a public road or reserve at the completion of further stages.
Reason: Development shall be provided with adequate means to dispose of wastewater (sewage).^{WW_1_03}
- 24) Each lot created (other than Lot 65, 66 or 67) shall be provided with a separate 150mm diameter service connection in accordance with *Cooma-Monaro Shire Council Wastewater Development Standard*. The service connection only needs to be provided in each stage for lots being released in that stage of the subdivision
Reason: Development to be provided with adequate means to dispose of wastewater (sewage).

WW_1_04

- 25) The Council's wastewater drainage system is to be extended to service the proposed development. Works are to be designed and carried out in accordance with *Cooma-Monaro Shire Council Wastewater Development Standard*. Any wastewater supply infrastructure to be inherited by Council and constructed across a residue lot in stages 1 or 2 must be protected by a 3m easement until such time as the infrastructure is located within a public road or reserve at the completion of further stages.
Reason: Development to be provided with adequate means to dispose of wastewater (sewage).
WW_1_05
- 26) The existing 11kV overhead powerline across Lots 24-37 and Lot 65 is to be removed prior to the release of the Subdivision Certificate for stage 2. All power supply lines within the subdivision (other than on Lot 66 unless required by Essential Energy) are to be underground within the new public road reserves.
Reason: To comply with clause 4.1.8.2 of *Development Control Plan 2014* and requirement of Essential Energy.
- 27) The existing stock shelter shed on Lot 47 is to be demolished and removed from the site prior to release of the Subdivision Certificate for stage 3. The stock yard also located on this lot may remain or be removed at the discretion of the applicant.
Reason: Lot 47 will be constrained by a large easement for stormwater and the shed occupies the likely house site on this lot. It is also located at the entrance to the subdivision and will not be suited aesthetically to the new streetscape.
- 28) The proponent shall prepare a site management plan for Lot 66. The plan shall include the design and construction of a combined cycleway/shareway of concrete construction along the full length of the water course designed to ultimately link Snowy Oval to the cul-de-sac at the north west end of the site. The cycleway/shareway shall further be extended along proposed Lot 65 linking the internal access road with the cycleway/shareway at the unnamed waterway. The combined cycleway/shareway shall be designed in accord with the relevant Australian Standard and constructed at the expense of the applicant, but construction is not to commence until the site management plan has received written endorsement from Council and TransGrid. This must be completed prior to the release of the Subdivision Certificate for stage 3.
Note: Design of the cycleway/walkway will require further consultation with TransGrid and Council. TransGrid have advised that any such path should not be constructed directly underneath the Transmission lines and should maintain a 17m horizontal clearance from the centreline of the catenaries. It is obviously noted that the path will be required to cross underneath the transmission lines at some point, but these crossing points should be minimised in length.
Reason: To provide a public thoroughfare connecting the subdivision with Snowy Oval and in accordance with *Cooma-Monaro Shire Council Development Control Plan 2014*.
- 29) All proposed new public roads within the subdivision are to be constructed for each stage as per the approved staging plan and provided with street trees planted at the rate of 1 per 30 metres of road frontage.
Reason: In accordance with the provisions of clause 4.1.6 of *DCP 2014*.
- 30) Each lot (other than Lots 65 and 66) shall be provided with a separate water meter in accordance with the *Cooma-Monaro Shire Council Water Supply Development Standard*. A meter is only required to be installed in each stage for the lots to be released in that stage.
Reason: Development to be provided with an adequate water supply service.
- 31) The applicant shall supply and plant within the road reserve street trees in the position shown on the approved Construction Certificate plans for each stage. The applicant shall also:
a) fertilise and water the tree for one year from the date of planting;
b) replace any dead trees.
Note: Street trees are to be spaced 8 metres apart.
Reason: In accordance with *Cooma-Monaro Development Control Plan 2014*.
- 32) Prior to the release of the Subdivision Certificate for stage 2, the developer must upgrade the junction of Yallakool Road and the Monaro Highway to be an Auxiliary Left-turn Treatment (AUL) together with a Channelised Right-turn Treatment - Short Turn Lane [CHR(S)] in accordance with Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections.

Snowy Monaro Regional Council

Where required, the developer must also upgrade/provide lighting in accordance with Australian Standard AS/NZS 1158.

All roadworks, traffic control facilities and other works associated with this development, including any modifications required to meet RMS standards, will be at no cost to RMS. All works must be completed prior to issue of the Subdivision Certificate.

Reason: Requirement of Roads and Maritime Services.

- 33) Street lighting is to be installed in accordance with AS 1158 – *Street lighting* at the intersections of the new roads with Yallakool Road and the intersection of Yallakool Road and Yallakool Lane. The development is also to make provision for the future installation of street lighting throughout the subdivision by the installation of underground conduits as part of the subdivision works.

Reason: To ensure new intersections have adequate lighting for safety reasons and that provision is made within the subdivision now for the future installation of street lights throughout the subdivision.

P_0_06

- 34) Roads within the subdivision are to be designed and constructed in accordance with the following design standards shown in *Appendix 5 of Development Control Plan 2014*:

- Internal loop road – Category 5
- Long cul-de-sac ending at Lot 58 – Category 4
- Two short cul-de-sacs – Category 3
- Yallakool Lane – Category 3

Reason: Requirement of *Development Control Plan 2014* and to specify the road construction standards for the development.

P_0_07

- 35) Prior to release of the Subdivision Certificate for stage 1, the developer shall construct that section of Yallakool Lane from Yallakool Road, including the intersection, for the full length of the site boundary and in accord with Council's Specification for Engineering Works. A turning circle shall be provided at the end of the newly constructed laneway and the road closed off by installation of bollards and a rangers gate for maintenance access. A vehicular footpath crossing shall be constructed to service the rangers gate.

Note: The intent of this condition is to restrict through road access along Yallakool Lane to the intersection with Monaro Highway.

Reason: In accordance with *Cooma-Monaro Shire Council Development Control Plan 2014*.

R_0_03

- 36) Arrangements are to be made for the provision of underground electricity, telephone services and street lighting for the development. The developer may choose to install gas reticulation.

Construction standards are to be as follows:

- Facilities to be placed within the footpath verge in accordance with the services alignments described in Council's Specification for Engineering Works.
- Provision of street lighting shall comply with the provisions of Austroads Guide to Traffic Engineering Practice Part 12 Roadway Lighting and AS 1158.1 – Public Lighting Code.
- Provision of other services in accord with the relevant standards if not otherwise prescribed in Council's Specifications.

Reason: To provide adequate services to all lots at acceptable standards.

R_1_08

- 37) Guide posts and delineators, traffic warning and guideposts shall be provided on the public road carriageway in accordance with the requirements of DCP 2014.

Reason: In accordance with *Cooma-Monaro Shire Council Development Control Plan 2014*.

R_3_03

- 38) The applicant shall nominate, in writing to Council, the preferred name/s for the proposed new public road/s for approval by Council. Road name signs bearing the approved names shall be erected in accordance with the requirements of Council's Development Control Plan 2014.

Reason: In accordance with *Cooma-Monaro Shire Council Development Control Plan 2014*.

R_3_04

- 39) The intersection/s of the proposed access road/s with the public road (Yallakool Road) and the intersection of Yallakool Road and Yallakool Lane shall be designed and constructed as a TYPE BAL/BAR intersection in accordance with Austroads Standard, 'Guide to Traffic Engineering Practice, Part 5 - Intersections at Grade'.

Snowy Monaro Regional Council

Construction standards to be as follows:

- a) Proposed corner lots adjacent to the intersection shall be provided with minimum splay corners of 6 metres by 6 metres. Land comprising the cut-off corners shall form/be dedicated as part of the public/access road reserve.
- b) A two coat hot bitumen seal, provided in accordance with the requirements of Council's Specification for Engineering Works, for the full pavement width including tapers, splays and widening. The seal shall extend from the edge of the existing seal to at least the alignment of the road reserve boundary of the through/existing sealed road.
- c) The provision of taper flares to accommodate left turn vehicles to and from the intersecting road.
- d) Intersections of the new roads with Yallakool Road shall provide for a 15 metre radius turning movement for a design 19m semi-trailer.

Reason: In accordance with Cooma-Monaro Shire Council Development Control Plan 2014 and Specification for Engineering Works. P_5_01

- 40) A vehicular entrance/s is to be constructed from the road carriageway to all lots in the subdivision, for each stage, and shall be shown on the plans submitted for the issue of a Construction Certificate.

Construction standards are to be as follows:

- a) An all weather, compacted gravel pavement of not less than 100 mm thickness.
- b) Provision of a reinforced concrete pipe culvert across the table drain, of not less than 375 mm diameter or an alternative structure complying with the requirements of Council's Specification for Engineering Works.
- c) Provision of reinforced concrete or mortared rock headwalls on the culvert.
- d) Any culvert shall be located such that the culvert structure is at least 2.5 metres from the edge of pavement in accordance with Roads and Traffic Authority 'Road Design Guide - Section 3 Clear Zone'.
- e) The access, including culvert and headwalls, shall be designed to provide at least a 6 metre radius to the edge of pavement for turning vehicles.
- f) Any gate constructed at the allotment access shall be located at least 15 metres from the edge of pavement.
- g) Complying with Standard Drawing B 238.
- h) Vehicular entrances shall be sealed to a minimum of 15 metres from the edge of the traffic lane.
- i) Vehicular entrances shall be located so as to provide the required sight distance in each direction along the road carriageway, when measured 3 metres back from the edge of the road carriageway, in accordance with Austroads Guide to Traffic Engineering Practice Part 5 – Intersections at Grade.
- j) The longitudinal gradient of the vehicular access located on the low side of the road carriageway shall not exceed 3% for a minimum distance of 10 metres measured from the edge of the road carriageway.

Reason: In accordance with Cooma-Monaro Shire Council Development Control Plan 2014 and Specification for Engineering Works. R_6_01

- 41) Stormwater drainage to ensure the proper drainage of all roads and drainage lines shall be constructed in accordance with the requirements of Council's *Specification for Engineering Works*.

Construction standards are to be as follows:

- a) Culverts shall be reinforced concrete of not less than 450 mm diameter and such greater diameter as determined by design
- b) Culverts shall extend the full width of the road formation and shall be provided with reinforced concrete or mortared rock headwalls.

Reason: In accordance with Cooma-Monaro Shire Council Development Control Plan 2014 and Specification for Engineering Works. R_8_01

- 42) Inter-allotment drainage shall be constructed across the relevant Lot/s on the approved plans in accordance with the requirements of Council's Specification for Engineering Works and in compliance with the requirements of Transgrid for structures within electricity easements.

Reason: To provide adequate stormwater drainage for residential lots. R_8_03

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Conditions to be met prior to commencement of work

- 43) RMS will be exercising its powers under Section 64 of the Roads Act, 1993 to become the roads authority for works on the Monaro Highway. Given this, Section 138 consent under the Roads Act, 1993 must be obtained from the RMS prior to construction.

Note: It is requested that Council advise the applicant that conditions of development consent do not guarantee RMS final consent to the specific road work, traffic control facilities and other structures and works on the classified road network. In this regard, prior to undertaking any such work, the applicant is required to submit detailed design plans and all relevant additional information prior to commencing work on the State road network. The developer will need to pay all RMS fees and charges associated with works. In the first instance, to progress the post consent process, the applicant should email the conditions of development consent to: WAD.southern@rms.nsw.gov.au.

Reason: Requirement of the Roads and Maritime Services. P.0_10

- 44) An Aboriginal Heritage Management Plan (AHMP) must be prepared by a qualified archaeologist, in conjunction with OEH prior to commencement of any development activities. The AHMP must include, but not be limited to:
- Detail on the procedures to be followed if Aboriginal objects are found at any stage during the life of the development works and allow for the formulation of appropriate measures to manage any unforeseen impacts to Aboriginal heritage values;
 - Specifically detail the procedures to be followed if any Aboriginal skeletal material is uncovered during the development works and allow for the development of appropriate measures to manage this material;
 - An outline of the process that will be followed for consultation with Aboriginal stakeholders and OEH, where required; and
 - An outline of the process for how the AHMP procedures will be managed and adhered to during the operational life of the development activities..

Reason: Requirement of the Office of Environment and Heritage. P.0_10

- 45) All site workers and contractors are to be provided with induction training on the identification of Aboriginal objects, Aboriginal cultural awareness and procedures that must be followed in the event of discovery of Aboriginal objects.

OEH reminds the proponent that it is an offence to do any of the following without an exemption or defence (penalties apply):

- knowingly harm or desecrate an Aboriginal object (the 'knowing' offence)
- harm or desecrate an Aboriginal object or Aboriginal place (the 'strict liability' offence)

Accordingly, no harm can occur to any Aboriginal objects unless an Aboriginal Heritage Impact Permit (AHIP) has been issued by the Office of Environment and Heritage (OEH).

Reason: Requirement of the Office of Environment and Heritage. P.0_10

- 46) The applicant shall obtain a Section 138 (Roads Act 1993) consent from Council for the following works within the public road reserve:
- a) Vehicular footpath crossings
 - b) Construction of new vehicular entrance point/s for Lot/s accessing Yallakool Road and Yallakool Lane
 - c) Intersection construction works on the local road network, including provision of street lighting at the new intersections with Yallakool Road
 - d) Roadworks on Yallakool Road and Yallakool Lane
 - e) Signage installation works
 - f) Water Supply and Sewerage works within the Road Reserve
 - g) Any other works within the Public Road Reserve

The applicant shall make application to Council for approval under Section 138 of the Roads Act 1993 using the Application for Works within a Road Reserve form. All works shall be in accordance with Cooma-Monaro Shire Council Development Control Plan 2014, Specification for Engineering Works and Conditions of this Consent.

The Section 138 approval must be sought prior to commencement of the works.

All works shall be carried out in accordance with the Section 138 Approval.

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Reason: In accordance with Roads Act 1993. R_1_02

Conditions to be met prior to release of Construction Certificate

- 47) An application under S68 of the Local Government Act 1993 containing engineering design, plans and specifications for the water main extension prepared in accordance with *Cooma-Monaro Shire Council Water Supply Development Standard* shall be submitted to and approved by Council's Director of Engineering Services prior to the issue of the Construction Certificate for stage 1.
Reason: To ensure the proposed new infrastructure conforms to Council standards. W_1_08
- 48) An application under S68 of the Local Government Act 1993 containing engineering design, plans and specifications for the new wastewater drainage main prepared in accordance with *Cooma-Monaro Shire Council Wastewater Development Standard* shall be submitted to and approved by Council prior to issue of the Construction Certificate for stage 1.
Reason: To ensure the proposed new infrastructure conforms to Council standards. WW_1_09
- 49) Prior to the issuing of the construction certificate, the developer must enter into a Works Authorisation Deed (WAD) with the RMS for all works on the Monaro Highway.
Reason: Requirement of Roads and Maritime Services. P_0_09
- 50) All pavement design on the State road network must be in accordance with Austroads standards. It should be noted that pavement investigations need to consider the suitability of the existing shoulder to accommodate new loadings and if necessary, the developer must upgrade the existing shoulder.
Reason: Requirement of Roads and Maritime Services. P_0_09
- 51) Any new services or modifications to existing services associated with this development application that involve works on, over or under the Monaro Highway (as defined the area from kerb to kerb) must be incorporated into, and managed under, the Works Authorisation Deed for the project.
Note: It is the developer's responsibility to identify these works to RMS project manager.
Reason: Requirement of Roads and Maritime Services. P_0_09
- 52) An application for a Construction Certificate is to be submitted to Council for approval for works required by this consent, as relevant to each stage shown on the approved staging plan.
The work includes:
Road Works
- Engineering designs, plans and specifications for the construction/upgrading of the proposed/existing public road/s, prepared in accordance with the requirements of Council's Specification for Engineering Works and including the requisite design for adequate site distances for intersection design, road sealing works and any conditions included in this consent. This includes all new roads within the subdivision site, vehicular footpath crossings to newly created lots plus upgrades to Yallakool Road and Yallakool Lane.
 - Soil and water management proposals during construction
 - Signage design details including street names, guide signs and warning signs.
 - Bus pullover bays (2 required) for future school bus routes including design allowance for a bus shelter at each site designed in accord with the Australian Standards for accessible bus stop facilities in consultation with Council and the bus operator (it is NOT a requirement to construct the bus shelters – simply to make provision in the designs for the pullover area)
 - Cycle Path and access within the proposed public reserve.
 - The provision of underground electricity and telephone services in accordance with the requirements of the relevant authorities
 - The provision of gas reticulation if the developer determines to proceed with this service.
 - Road pavement investigations, testing and design for public roads to be bitumen sealed shall be undertaken in accordance with the requirements of Council's Specification for Engineering Works
 - A copy of test results of proposed road pavement materials by an approved laboratory, for compliance with the requirements of Council's Specification for Engineering Works

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- Sample of the tested material
- Drainage
- Engineering design plans and specifications of the intersection treatment, prepared in accordance with the requirements of Council's Specification for Engineering Works.
 - Drainage design for the subdivision shall include inter-allotment drainage, an assessment of downstream runoff effects and the capacity of downstream channels. Measures designed to mitigate downstream effects shall be provided on the design plans including the construction of energy dissipation structures and pollutant traps prior to discharge to the receiving waterway.
 - Stormwater drainage - Hydrological and hydraulic design calculations shall be provided for all stormwater design including a statement of the stormwater design philosophy for the subdivision.
 - Street Lighting in accordance with Australian Standard AS/NZS1158 for the subdivision at the local road intersections.

Note: A single construction certificate may be issued for all the works specified above, or alternatively a series of separate construction certificates may be issued for particular parts of the specified works only.

Reason: In accordance with Cooma-Monaro Shire Council Development Control Plan 2014 and Specification for Engineering Works. R.1.01

- 53) The applicant shall apply to Council for property addressing of all lots within the subdivision and shall pay the current fee for issue of a rural address number/s. The application and fee shall be paid prior to issue of the Construction Certificate.

Reason: To allow identification of rural properties. R.6.05

Conditions to be met during Construction

- 54) Council's existing water supply infrastructure including rising mains, trunk and reticulation pipelines which are exposed, accidentally or deliberately during construction shall be protected from damage. Council must be informed (Water & Wastewater Manager – 6455 1821) immediately of any damage occasioned to any Council infrastructure. The damage shall be repaired/reinstated to new condition at the applicant's expense following consultation with Council.

Note: Repair work may require a Section 68 Application for water supply works under the *Local Government Act 1993*.

Reason: Applicant responsible for any damage occurred to Council infrastructure while constructing development. W.1.07

- 55) Council's existing wastewater infrastructure including rising mains, trunk, drainage pipelines and access chambers (SMH) which are exposed, accidentally or deliberately during construction shall be protected from damage. Council must be informed (Water & Wastewater Manager – 6455 1821) immediately of any damage occasioned to any Council infrastructure. The damage shall be repaired/reinstated to new condition at the applicant's expense following consultation with Council.

Note: Repair work may require a Section 68 Application for sewerage works under the *Local Government Act 1993*.

Reason: Applicant responsible for any damage occurred to Council infrastructure while constructing development. WW.1.08

- 56) Any infrastructure pipes crossing a Transgrid easement will need to be non-metallic (i.e. plastic / PVC) and the position placement of the pipes marked at ground level by plastic marker posts. **Note:** TransGrid uses 40 tonne mobile plant and equipment to undertake maintenance of its transmission lines and towers, including cranes and elevated work platforms, therefore any subterranean infrastructure must be designed to withstand the weight of such mobile plant passing over it, as TransGrid will not be responsible for any damage arising from use of its transmission easement in this regard.

Reason: Requirement of Transgrid to protect electricity infrastructure on the site and ensure public safety.

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- 57) Any excavation must be at least 30 metres away from any transmission structure or guy.
Note: TransGrid's transmission structures possess subterranean earthing straps that are hazardous if disturbed, especially under fault conditions.
Reason: Requirement of Transgrid to protect electricity infrastructure on the site and ensure public safety.
- 58) Any underground services installed will need to be a minimum 30m away from any transmission structure.
Reason: Requirement of Transgrid to protect electricity infrastructure on the site and ensure public safety.
- 59) Any development or construction work occurring within a TransGrid easement must be carried out in accordance with the 'TransGrid Easement Guidelines for Third Party Development' (**Guidelines**). No development may occur on TransGrid's easement without prior written consent of TransGrid. No building structures are permitted on the easement. Further, no fencing is permitted on the easement without TransGrid's prior written approval. Fencing and access gates proposed either in or immediately adjacent to the high voltage transmission line easement must be appropriately earthed and isolated, in accordance with the design specifics advised by TransGrid.
Note: TransGrid's assessment has been undertaken on the basis that no aboveground structures are proposed on the easement [except for the plastic marker posts associated with subterranean pipe installations], therefore no structures are permitted on the easement as part of the development application.
Reason: Requirement of Transgrid to protect electricity infrastructure on the site and ensure public safety.
- 60) All works are to be carried out in accordance with the NSW WorkCover 'Work Near Overhead Power Lines Code Of Practice 2006 (link shown below), and please also refer to TransGrid's Easement Guidelines For Third Party Development (V10) (**Guidelines**): <http://www.workcover.nsw.gov.au/health-and-safety/industry-safety/electrical-and-power/power-lines/publications/work-near-overhead-power-lines-code-of-practice-2006>
Reason: Requirement of Transgrid to protect electricity infrastructure on the site and ensure public safety.
- 61) During construction erosion and sediment controls must be installed and maintained at all times.
Note: Particular attention should be paid to preventing sediment entering the small watercourse on Lot 66.
Reason: To prevent the movement of sediment from the site and into watercourses and drainage channels in the vicinity.
- 62) During construction appropriate measures must be employed at all times to minimise the generation of airborne dust from the development. Such measures may include, but are not limited to, the following:
- Wetting of all new road surfaces whilst work is being undertaken;
- Covering any temporary stockpiles of earth with suitable sheeting material;
- Minimising work likely to generate dust on windy days;
- Maintaining as much existing surface vegetation on the site as possible during construction works;
- Cleaning up and/or securing areas of sediment movement and erosion created within the site during construction promptly.
Reason: To minimise environmental impacts from the works on site.
- 63) The area on lots 25, 26 and 28-31 on the approved plans which will be subject to the restriction to user (upon registration of the subdivision plan) must be protected from disturbance at all times during construction works on the site.
Reason: To protect threatened species located in this area.
- 64) All roadworks and traffic control facilities on the Monaro Highway must be undertaken by a pre-qualified contractor.
A copy of pre-qualified contractors can be found on the RMS website at:
<http://www.rta.nsw.gov.au/doingbusinesswithus/tenderscontracts/prequalifiedcontractors.html>
Reason: Requirement of Roads and Maritime Services.

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- 65) Adequate measures for erosion and sediment control shall be implemented prior to, during and following construction works. Such treatment shall include the revegetation of all disturbed areas.

Reason: In accordance with Council's Specification for Engineering Works.^{R.9_01}

Conditions to be met prior to release of Subdivision Certificate

- 66) The following Works as Executed records, prepared in accordance with *Cooma-Monaro Shire Council Water Supply Development Standard* shall be submitted to Council prior to the final inspection of the completed works for each stage:

- (a) Works as Executed plans for the constructed works;
(b) Certification from a registered surveyor that all pipes and manholes are wholly contained within the respective easements or reserves;

Works-as-Executed (WAE) drawings for all constructed assets which are to revert to Council ownership or control are to be provided in electronic format as pdf files and dwg files. The WAE information shall include a schedule of all of the asset components and the unit rates of construction and for each class of asset.

Reason: To ensure the constructed works comply with the approved plans and specifications. ^{W.1_12}

- 67) The following Works as Executed records, prepared in accordance with *Cooma-Monaro Shire Council Wastewater Development Standard*, shall be submitted to Council prior to the final inspection of the works for each stage:

- (a) Works as Executed plans for the constructed works;
(b) Certification from a registered surveyor that all pipes and manholes are wholly contained within the respective easements or reserves;

Works-as-Executed (WAE) drawings for all constructed assets which are to revert to Council ownership or control are to be provided in electronic format as pdf files and dwg files. The WAE information shall include a schedule of all of the asset components and the unit rates of construction and for each class of asset.

Reason: To ensure the constructed works comply with the approved plans and specifications. ^{WW.1_14}

- 68) An 88B Instrument is to be prepared for all proposed easements, restriction to user and for any utility services (eg gas, electricity, etc) on any lot which benefits another lot. Council is to be empowered as the only authority able to vary or extinguish the parts of the Instrument which burden or benefit the Council.

Reason: To ensure legal access for all lots to appropriate utility services.

- 69) Prior to release of the Subdivision Certificate for each stage, a copy of a 'Notice of Arrangement for Electricity Supply to a new Subdivision' from an electricity service provider is to be provided for the approved development.

Note: The Notice must indicate that satisfactory arrangements have been made to supply electricity to the approved lots. It must also specifically identify the approved development (preferably by the DA number on the consent) and not simply identify the site.

Reason: To confirm that an electricity supply is available for connection to future development on the approved lots in accordance with clause 4.1.8 of DCP 2014.

- 70) Prior to release of the Subdivision Certificate for each stage, a copy of a 'Provisioning Confirmation' letter from the telephone service provider is to be provided to Council.

Note: The Provisioning Confirmation must specifically identify the approved development (preferably by the DA number on the consent) and not simply identify the site.

Reason: To confirm that a telephone service is available for connection to future development on the approved lots in accordance with clause 4.1.8 of DCP 2014.

- 71) Prior to release of the Subdivision Certificate for each stage, the applicant is to provide Council with a plan of the site showing the approximate location of all existing utility services (ie electricity, telephone, gas, water, sewer, stormwater) if any, on the lots. If there are no services on the site, a statement is to be provided in this regard.

Reason: To verify the location of these services and any easements subsequently required to be shown on the linen plans.

- 72) All conditions identified as 'Required Works' (conditions 21-42) in this consent must be completed as

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specified in that condition or relevant to each stage of the subdivision.

Reason: To ensure the development is completed prior to registration of the subdivision.

- 73) Written confirmation must be obtained from TransGrid confirming the construction works within the TransGrid easements have been completed satisfactorily.

Reason: To protect electricity infrastructure on the site and ensure public safety.

- 74) All work for each stage specified in any Construction Certificate, Section 138 Roads Act approval or Section 68 Local Government Act approval applying to the development must be complete.

Reason: To ensure the development is complete prior to registration.

- 75) An easement is to be created under Section 88B of the Conveyancing Act 1919 for stormwater drainage. The easement is to burden lot/s through which stormwater infrastructure is to be located, including open channels and be in favour of Snowy-Monaro Regional Council or the local government entity in existence at the time of lodgement of the instrument. Council is to be empowered as the only authority able to vary, modify or remove the easement. Space is to be provided on the 88B Instrument for Council's General Manager or Authorised Person to sign.

Reason: To provide Council legal access to infrastructure and to provide adequate stormwater drainage for the approved/impacted lots.

- 76) For works which are to revert to Council's ownership and control, cash or other acceptable form of security, of not less than 10% of the cost of works undertaken in association with the consent, shall be lodged with Council for a period of six months to cover:

- maintenance or rectification works during this period
- bitumen sealed sections of the access road
- erosion and sediment control measures including revegetation of the site.

The six month period commences from the date of issue of the Subdivision Certificate for the stage containing the relevant works. Any repairs required during or at the conclusion of the six month period will be funded from the bond.

After this six month period, arrangement is to be made with Council's Engineer for inspection of the works. Council will refund any remaining amount of the bond following inspection.

Reason: In accordance with Cooma-Monaro Shire Council Development Control Plan 2014. R.10.02

Fees & Contributions

- 77) A contribution under Section 94(1)(b) of the *Environmental Planning and Assessment Act 1979* shall be paid in accordance with the following:

a) **Cash Contribution Required**

In accordance with the *Cooma-Monaro Section 94 Contributions Plan*, a cash contribution shall be paid to Council in accordance with this condition.

b) **Amount and Purposes of Contribution**

The amount payable will be reassessed at the time of payment in accordance with Council's adopted Fees and Charges at that time.

The contribution is required and shall be held by Council in accordance with the provisions of the *Environmental Planning and Assessment Act, 1979* and the *Cooma-Monaro Section 94 Contributions Plan* for the purposes of:

Description	Lots	\$/Lot	Total
Open Space	61	2,947.86	\$179,819.46
TOTAL			\$179,819.46

Note: Council's Section 94 Plan provides for a reduction in this amount in lieu of land dedicated as open space or new capital works providing a material public benefit. Council will not accept a deduction for land dedicated to Council in Lots 65 and 66 but will accept a reduction for new capital works on these lots subject to the submission and approval of a design plan as required by condition 28 and independent certification of the cost of the approved works by a Quantity Surveyor who is registered with the Australian Institute of Quantity Surveyors. Council will require the developer to enter into a written agreement for the provision of the works and once such agreement is made will only require payment of any

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monetary contributions, if any, in accordance with that agreement. Works completed as part of the agreement will be taken as completion of this condition in part or in full as specified in the agreement. If no written agreement is reached, the developer will remain liable for the full amount of monetary contributions shown above.

c) **Timing of Payment**

Where a monetary contribution is required, the contribution shall be paid prior to release of the Subdivision Certificate for each stage as follows:

Stage 1: 30 lots

Stage 2: 14 lots

Stage 3: 17 lots

Total: 61 lots

d) **Inspection**

A copy of the *Cooma-Monaro Section 94 Contributions Plan* may be inspected at the offices of Council at any time during normal office hours.

Reason: In accordance with Section 94 of the *Environmental Planning and Assessment Act 1979* and Council's *Section 94 Contributions Plan*.

- 78) The applicant shall pay the current fee for issue of a rural address number/s. The fee shall be paid prior to issue of the Subdivision Certificate for each stage.

Note: The street numbers of the new lots are ideally indicated on the Subdivision Plan for registration. As such it is advisable that this fee be paid prior to engaging your surveyor to prepare the final plan for registration so that Council can advise of the new addresses for each lot for inclusion in the surveyors plan. Council can issue street numbers once the fee is paid and the location of the access points to the lots are known. These are to be included on the plans for the Construction Certificate.

Reason: To allow identification of rural properties.

Ongoing Conditions

- 79) The terms of the restriction to user applying to Lots 25, 26, 28, 29, 30 and 31 are to be complied with at all times.

Note: This condition does not apply where Council provides written authorisation that a certain activity which would be contrary to the terms may be permitted in a particular instance.

Reason: To protect threatened species on the site.

Modified Conditions

Conditions 1, 7, 9, 11, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 35, 40, 47, 48, 52, 66, 67, 69, 70, 71, 72, 74, 76, 77, 78 have been amended in this consent.

Advice to Applicant

- (a) Council wishes to advise that it is the responsibility of the owner and/or applicant to determine if site security and/or safety fencing is required to be provided in accordance with clause 235 of the *Occupational Health and Safety Regulation 2001* and *Work Cover Authority* requirements. Failure to comply with these requirements may result in penalties being imposed upon the owner and/or applicant.
- (b) Underground assets may exist in the area that is subject to your application. In the interests of health and safety and in order to protect damage to third party assets please contact *Dial Before You Dig* at www.1100.com.au or telephone 1100 before excavating or erecting structures. This is the law in NSW. If alterations are required to the configuration, size, form or design of the development upon contacting the *Dial Before You Dig* service, an amendment to the development consent (or a new development application) may be necessary. Individuals owe asset owners a duty of care that must be observed when working in the vicinity of plant or assets. It is the individual's responsibility to anticipate and request the nominal location of plant or assets on the relevant property via contacting

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the *Dial Before you Dig* service in advance of any construction or planning activities.

Note: Under the *Telecommunications Act 1997 (Commonwealth)*, Telstra (and its authorised contractors) are the only companies that are permitted to conduct works on Telstra's network and assets. Any person interfering with a facility or installation owned by Telstra is committing an offence under the *Criminal Code Act 1995 (Cth)* and is liable for prosecution. Furthermore, damage to Telstra's infrastructure may result in interruption to the provision of essential services and significant costs. If you are aware of any works or proposed works which may affect or impact on Telstra's assets in any way, you are required to contact Telstra's Network Integrity Team on 1800 810 443.

- (c) It is the responsibility of the applicant to check, understand and seek assistance where needed so as to ensure full compliance with the conditions of this Development Consent. Please contact Planning on (02) 6455 1911 if there is any difficulty in understanding or complying with any of the above conditions.
- (d) Any alteration to existing water supply and/or wastewater drainage services shall be at the applicant's expense.
Reason: Requirement of Council that all expenses associated with the development are borne by the applicant. WWW_1_02
- (e) This development requires the submission of an application under Section 68 of the *Local Government Act 1993* for water supply work, wastewater (sewerage) work or stormwater drainage work. It is likely that a condition of approval of such an application will include a condition requiring payment of the following contributions:

	Rate (2015/2016)	Qty	Amount
Water Supply Work	\$4,897.00 per lots =<2000m ²	18	\$88,146.00
	\$5876.00 per lots >2000m ²	44	\$258,544.00
Wastewater (sewerage) Work	\$3,681.00	62	\$228,222.00
TOTAL			\$574,912.00

Payment of the above contributions will need to be made before Council can issue a Certificate of Compliance for the works. A Certificate of Compliance is required before an occupation certificate/subdivision certificate for the development can be issued.

The contributions above, if unpaid after the end of the current financial year, shall be increased to the figure adopted by Council for the financial year in which the payment is made. WWW_1_01

Notes

- 1) An applicant may request a review of this determination under Section 96AB of the Environmental Planning and Assessment Act 1979. A request for a review must be lodged within 28 days of the date of this notification. A review under Section 96AB cannot be made for Integrated, Designated or Crown Development.
- 2) Section 97AA of the Act confers on an applicant or an objector who is dissatisfied with the determination of Snowy Monaro Regional Council, a right of appeal to the Land and Environment Court exercisable within 6 months after receipt of this notice.

On behalf of the above Council:

Mark Adams
Group Manager – Economic Development and Tourism

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Snowy Monaro Regional Council
4/4/2017

SNOWY MONARO REGIONAL COUNCIL
APPLICATION TO REVIEW A DETERMINATION OF A DEVELOPMENT APPLICATION
DEVELOPMENT APPLICATION 10.2016.1006.1

1. Background.

On 5 October 2016 the Snowy Monaro Regional Council determined the subject application by way of Refusal of Development Consent.

The Reasons for Refusal were:

- A. The proposal has the potential to create frequent intrusive noise impacts on surrounding properties and has not sufficiently demonstrated how these potential noise impacts can be mitigated {S79C(1)(b)}.
- B. The proposal will detract from the heritage values of the streetscape in its proposed location {S79C(1)(b)}.
- C. The proposed site is unsuitable and unsafe for the congregating of a large number of persons likely to gather there for civic and festive events {S79C(1)(b)}.
- D. The Council received a number of public submissions against the proposal which, by virtue of the issues raised and the number received, are considered significant {S79C(1)(d)}.
- E. The proposed structure will increase the Council's public liability, being located within the road reserve, which is not in the broader public interest {S79C(1)(e)}.

Additionally, the Council provided the following 'Advice to Applicant':

The Council encourages the applicant to investigate other possible locations for the Bell at Nimmitabel which may address the above reasons for refusal and lodge a new development application for the installation of the Bell at an alternative location.

In response to the assessment of the application, the Council report, and the Notice of determination, the Nimmitabel Lions Club have reviewed the application and, in doing so, have sought to amend and clarify it in order to address the reasons for its initial refusal by the Council. The club is now requesting that the Council review its determination of the application under the provisions of Section 82A of the Environmental Planning and Assessment Act 1979 having regard for the amendments and clarifications that have been made to the application and to the responses it has made to the Council's assessment.

2. Amendments.

The following amendments have been made to the application:

- (i) The Lions Club is proposing to trial the mid-day striking of the Bell 12 times and then to conduct consultations with the Village about its impacts. The Council

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could be involved in these consultations if they deem it helpful or necessary. The striking of the Bell should take less than 1 minute.

- (ii) The Bell will be fitted with a dampener that will muffle any attempt to ring it opportunistically out of hours including at night.
- (iii) During the trial, the Nimmitabel Lions Club or other nominated local person will have access to the mechanism for releasing the dampeners and ringing the Bell.

3. Clarifications.

The following clarifications are made;

- (i) The application is being made by the Nimmitabel Lions Club. This club is a not for profit, community service group whose charter is to serve and provide support to its local community.
- (ii) The mounted height of the Bell overall will be approximately 4.5 metres.
- (iii) The main plaque placed on the mounting plinth will succinctly list the names of contributors to this project, many of whom are steeped in the history and heritage of our district for up to 5 generations. This is a precursor to the future planned heritage and history walk around Lake Williams.
- (iv) The Bell project does not propose a "tower" that would detract from the streetscape or the heritage character of the central hub of the Village. In this regard it would have been helpful for the Council if Figure 6 in the 28 September 2016 Planning Report had have provided a photomontage of the Bell as it would appear from that perspective. Equally, it would have been a more accurate representation of the proposal if Figure 7 of the report had have shown the structure not as a solid black rectangle, but as a lower level mounting base and an open, columnar support. Refer our original submission for sketch.
- (v) The proposed height of the Bell at 4.5m has been selected so that it would meet the balance between being noticeable to passers-by who have stopped in the village and high enough to provide a focus for ceremony, but not such that it would overwhelm the nearby single storey heritage buildings or be difficult to reach to carry out any maintenance or operational tasks. (Plus this height would considerably reduce any 'nuisance' interference)
- (vi) The project is the antithesis of something that would divide the community. Notwithstanding the submitted objections, the project has received broad support from across the community and this should be acknowledged in the reporting to the Council. This support includes families who have had strong pioneering ties to the Village and District over generations and who retain a strong interest in Nimmitabel maintaining relevant and vital social and business roles into the future. **Attached** are submissions of support and a listing of contributors.

4. Reason A – Noise Impacts.

- (i) Refer 2. Amendments Point (i)
- (ii) It is envisaged that for special civic or festive events approval will be sought from the Council to strike the Bell at a particular time so that on festive occasions



people attending the celebration will be able to plan to be there when the Bell is being struck.

- (iii) The applicable NSW Noise Guidelines estimate that, in an urban setting adjacent to a major highway, the ambient background Noise Level at mid-day for planning purposes would be in the order of 75dB(A) being the level listed in the 2013 Guide at Figure 2.2 for "Busy City Street at kerbside" and in the preceding 2004 Guide for "Average Street Traffic (40km/h 7m distance)". In referencing these Guides, however, the Council also needs to have regard for the following characteristics of the location and the proposed ringing times and frequency;
- Nimmitabel straddles the Monaro Highway and the Bell is proposed to be sited 20m from the centre-line of the Highway. The Highway is characterised by a substantial flow of heavy vehicles across the whole day. The RMS traffic counts indicate for 2016 an average daily traffic flow through Nimmitabel of 2,255 vehicles. The RMS traffic classifiers indicate a heavy vehicle flow of 11% for the Monaro Hwy just north of Cooma. This would indicate a heavy vehicle flow through Nimmitabel of 250 vehicles per day. The then DEC listed the typical sound pressure level of a heavy vehicle travelling at 40 k.p.h. to be 88dB (June 2004) Having regard for this situational characteristic, a ringing of the Bell on a maximum of one occasion in a day, generally at mid-day, would not be classed as offensive noise.
 - The current 2013 NSW EPA 'Noise Guide for Local Government', in Section 2.3 that addresses "Measuring noise", requires the use of "correction factors" in order to correctly deal with the particular characteristics of a noise. In applying correction factors for noise intrusion assessment, the Guide directs council officers to "Section 4 of the NSW Industrial Noise Policy (EPA 2000). This Policy, at Section 4.1 advises that "...some sources may cause less annoyance where only a single event occurs for a limited duration." Tables 4.1 & 4.2 of the Policy identify that where a noise from a single event, in a 24 hour period, has a duration of less than 1.5 minutes, an increase in acceptable noise level at the receptor of 20dB(A) should be allowed for in Daytime and Evening periods (0700h-2200h). Again, having regard for the situational characteristics of the proposed development, it would be unreasonable to class the ringing of the Bell on one occasion per day, generally at mid-day, as offensive or intrusive noise under the Local Government Noise Guidelines.
 - Additionally, having further regard for local resident submissions, a dampening mechanism is now proposed to be installed to deaden any opportunistic striking of the Bell.

5. Reason B – Heritage Issues.

- (i) The applicants seek to clarify with the Council that they understand and accept that the local community's selection and support for a "bell" being adopted and used as an attraction to assist in the promotion of the Village and District of Nimmitabel is principally because it is a "play on words". It is also appreciated by

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Snowy Monaro Regional Council
4/4/2017

the applicants that the Bell itself does not have any current linkage to the local community's past. Clearly, one of the aims is to utilise the Bell to stimulate an interest in the Village and District by passers-by and hopefully improve visitation. Plus as mentioned in Section 3 (iii) it is a tribute to our heritage.

Whilst utilising the positioning of Bell to arouse the initial interest of visitors, it is also an integral part of the project that local, pioneering history be presented in the installation. To this end, it is proposed to use local stone to construct the plinths in the manner that local stone is representative of uncommon but important local construction materials as evidenced in the;

- Geldmacher Mill, which is an icon of the District.
- St Andrew's Catholic Church
- St Paul's Anglican Church
- Nimmitabel Primary School
- Royal Arms

- (ii) It is proposed to list those who supported the Project. Contrary to the statement attributed to the Heritage Advisor in the planning assessment report of 28 September 2016, there is no "grandstanding" in this element of the proposal, the applicants and the families who have supported the project, have been deeply offended by the allegation. In this case the listing of contributors to the project is both a normal expression of thanks to the people who have made the project realisable, and, more broadly, a representative listing of many of the enduring pioneering families of the district and village as well as current residents.
- (iii) The above factors have had a substantial bearing upon the selection of the proposed site for the installation.

The Heritage Advisor has likened the Bell proposal to an elephant imported from Asia. We believe our proposal will much more significance to the heritage of our village and district in the long term. Sometimes we need to create history.

6. Reason C – Site Suitability for Civic and Festive Events.

- (i) One component of the project is to utilise the Bell as an activity centre for some local celebrations. In the planning assessment the suitability of the site for this aspect of the proposal has been raised. The report advises that, "...this site (road reserve/footpath) is unsuitable as there is nowhere for a large crowd to congregate."
- (ii) With regard to the holding of local celebrations that would hopefully attract larger crowds, the Council would appreciate that, in small communities, these can only be supported infrequently and on special occasions. Additionally, in planning for festive events on public lands, organisers are required to seek the approval of the Council under the provisions of S68 if the Local Government Act. In order to obtain the Council's approval, there is a need to prepare and have approved suitable traffic and pedestrian management plans. These may include temporary

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road closures and/or other pedestrian control mechanisms. This was the case with the inaugural Bell Festival. On Australia Day 2016, this Festival was awarded 'Community Event of the Year' by the then, Monaro Shire Council. It is anticipated that the Festival will become a bi-annual event bringing much needed revenue and good fellowship to the Village.

- (iii) The Council can therefore be very comfortably assured that, on the infrequent occasions that larger festive events are planned, where it is intended to attract or invite a crowd to the Bell site, appropriate, safe road and pedestrian traffic management measures will have been considered and approved for the day. At the inaugural Bell Festival 4 Police Officers were in attendance and were not required to conduct any traffic or crowd control.
- (iv) Otherwise, the Council's planning assessment correctly advises that the proposed installation leaves sufficient space for pedestrian traffic, is clear of in-ground and overhead services and is acceptable to both the RMS and the Local Traffic Committee for everyday road and traffic operations.

7. Reason D - Public Submissions.

- (i) The application drew a number of public submissions objecting to the project. These have been outlined in the planning report of 28 September 2016.
- (ii) Firstly, the Council will be aware that the *number* of submissions is not generally a proper matter of significance in the determination of an application; it is the validity of the individual concerns that needs to be considered. In this regard, the applicants have sought to amend and/or clarify the proposal to address the relevant concerns that have been raised by nearby residents.
- (iii) As outlined above, the amendments include:
 - Conducting a trial period re the ringing of the Bell. The trial period will be assessed before any times are approved. (This was in our original DA)
 - Amending the proposal to include the installation of a dampening device that will substantially reduce the disturbance that could be caused if people sought to opportunistically try and ring the Bell at night; and,
 - Undertaking and submitting additional analysis of the likely noise disturbance of the installation that demonstrates the proposal's meeting of the relevant Noise Guidelines published by the State Government.(refer analysis at Section 4 above)
- (iv) We are aware that some of the submissions were made as residents were wrongly informed that the Bell would ring 12 times per day – not once a day at 12 noon as was our original intention and even that would be a trial only. This was clearly stated in our original DA, yet Council seems to have misunderstood this aspect of the proposal during their determination and refusal of the submission.

8. Reason E – Council's Public Liability.

- (i) The Council would appreciate that just about any structure in a public place is potentially a public liability. This doesn't mean that a public authority shouldn't continue to undertake work, carry out civic improvements, or allow additional



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- installations to be placed on public land. To do so would clearly not be in the public interest.
- (ii) Essentially, the defence to accident, personal injury, or damages claims that may arise from installing civic improvements is that such structures are sited, built, and maintained to meet the appropriate standards of the day. In this case it is proposed to site the Bell clear of road traffic sight distance obstruction and to leave sufficient footpath space to allow safe pedestrian passage. Both the RMS and the Local Traffic Committee have assessed and accepted this.
 - (iii) It is also proposed to construct the mounting plinths and structure to the appropriate engineering standards.
 - (iv) The on-going maintenance of the Bell site is expected to be the normal partnership between the Council continuing to carry out its usual road and footpath maintenance and the local community. The applicant club is appreciative of the Council's wider responsibilities and would seek to make arrangements suitable to the Council to operate, clean and maintain the Bell. Should the Bell fall into disrepair, it will always be open to the Council to undertake its own restorative work or to remove the structure. It is not expected that this last situation will arise.
 - (v) In essence, and for the reasons outlined above, public liability should not be seen by the Council as being sufficiently difficult or risky to make it a determining reason to reject this application.

9. Advice to Applicant – Alternative Sites.

The following alternative sites have been reviewed in order to reassess the site selection as advised by the Council's determination notice and Council planning staff:

- Lake William Rest Area.
 - The Nimmitabel Showground.
 - Boyd Street and Miller Street Area (Tennis Courts Reserve).
 - Monaro Hwy in the vicinity of the Tudor Inn Hotel.
 - Monaro Hwy outside the Pioneer Memorial Hall.
 - Clarke Street western side of Monaro Hwy Intersection in the vicinity of the Police Station.
- (i) *Lake William Highway Rest Area.* This area is well set up to safely cater for Highway traffic stopping in Nimmitabel. It has a designed off-carriageway loop road with sealed car parking. The reserve has also been improved by various park features and will have a heritage walk. It is distant from Village CBD residences and hence would be ideal in response to noise disturbance issues but only for some residents.
 - (ii) Lake William reserve is, however, approximately 260 -300m from the Village's central Monaro Hwy/Clarke Street (Old Bega Road) intersection. This location was rejected by the applicants in their early planning for the project as it doesn't meet the



essential siting requirements for the Bell to be centrally located to the daily social hub of the Village and close to the main businesses that serve the passing traffic.

Disadvantages of this site also include its isolation from the Village centre and the consequential vulnerability to vandalism and antisocial behaviour with the loss of the passive surveillance that the village centre activity hub provides and a very much reduced capacity to provide a convenient casual opportunity to engage visitors who have stopped in the Village with an interest point and information about the heritage of the community and its pioneering families. Additionally, and importantly from the applicant's perspective, the Lake Williams site has a distinct lack of presence in the community; being to a significant degree out of sight and out of mind.

For the reasons outlined above, this application is not seeking consent to site the Bell at Lake Williams. Also as we speak it is likely that the service station opposite Lake Williams will reopen, complete with fuel and dining room. If the bell is placed at Lake Williams this will definitely detract from the town revenue.

- (iii) *The Nimmitabel Showground.* This site has the advantages of being well set up to cater for crowds and certain types of festive events. It is also suitable having regard for safe traffic management and noise impact criteria.

The showground is, however, too far from the central hub of the village and is isolated and more vulnerable to anti-social behaviour and to vandalism. It would have no presence in the Village on a daily basis, would not be able to stimulate passer-by interest in the Village and District, and, if sited here, the Bell would serve very little, if any, purpose.

The Lions Club would not proceed any further with the project if it was required to site the Bell here.

- (iv) *Boyd Street and Miller Street Area.* This area is also reasonably well set up to cater as a safe stopping place for passing highway traffic. It is advantaged to the degree that it is proximate to the Nimmitabel Country Club and thus has a somewhat higher level of passive surveillance than the Lake William and Showground sites. It is also a site that is more distant from residential receivers with regard to potential noise impacts. This location would also be suitable from a heritage impact perspective as there would be a number of siting options that could ensure that an installation wouldn't detract from any identified heritage values.

Like the sites that are assessed above, this location fails the project's essential locational criteria as it suffers substantially by its isolation from the Village's central hub and its attendant stopping places for passers-by.

For the reasons outlined in the assessments above, this application is not seeking consent to site the Bell in the Boyd Street and Miller Street Area.

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Snowy Monaro Regional Council
4/4/2017

- (v) *Monaro Highway in the vicinity of the Federal Hotel.* This was an initial consideration for the applicants. It has the advantages of being central to the Village hub and proximate to the places where passers-by already stop to refresh themselves while travelling through the Village. It is at the highpoint of the Highway's path through Nimmitabel and, while it was proximate to identified significant buildings, it was considered that it could have been designed and installed to fit with the heritage values of the Village centre and would have the presence that the project requires.

This location is, however, constrained by a number of conflict points and, in the event, had to be rejected because there were substantial complications with in-ground and above-ground infrastructure that occupied the available siting space. This location also has more limited available footpath space than the preferred site in Clarke Street.

- (vi) *Monaro Highway outside the Pioneer Memorial Hall.* This siting option is similar to the Federal Hotel site except that it is slightly downhill from the high point of the Highway's path through the Village and would potentially have been a preferred site.

Like the Federal Hotel site, this part of the Village has highly constrained available footpath space due to in-ground and above-ground infrastructure and the Council advised that it was generally not available for those reasons.

- (vii) *In Clarke Street on the Western Side of the Monaro Highway.* This site has the advantages of being centrally located close to the Village hub, reasonably prominent from the Highway. Additionally, it is the location of the main historic Village cross roads leading to Cooma, Bombala, and the Old Bega Road (now Clarke Street). Historically, the cross points of major travelling routes were the places where people met, conducted business, and established settlements. It was no different for Nimmitabel.

However this site also has some in-ground and above-ground infrastructure and would not be considered suitable.

Other less important but nonetheless relevant considerations include that in this location there are already established street trees on the southern side of Clarke Street outside the Police Station that would need to be designed around and the building on the northern side of the street is closer to the carriageway than the proposed site.

With regard to potential noise nuisance it has been demonstrated that, by explicitly restricting the number of occasions that the Bell will be rung, and having regard for the site specific characteristics of this location, the project will reasonably and properly meet the relevant NSW Noise Guidelines.



10. The Proposed Site – Clarke Street on the Eastern Side of the Monaro Highway.

- (i) The proposed site meets the essential locational requirements identified by the applicants for the project:
- It is central to the Village hub;
 - It has connectivity to the existing places where passers-by stop to have a break and buy refreshments;
 - It is reasonably prominent without impacting on traffic safety;
 - It has nexus to the important historic crossroads that stimulated the establishment of Nimmitabel by the district's pioneers;
 - It was able to be designed and installed so that it wouldn't detract substantially from local heritage values while adding to the heritage information available to visitors; and,
 - By virtue of the footpath widths, it has sufficient area to safely cater for the numbers of visitors the site would likely attract on a normal daily basis and for the local community to be able to plan and hold approved civic events incorporating the ringing of the Bell to mark special occasions.
 - It can demonstrably meet NSW Noise Guidelines.
 - It will help highlight historic Geldmacher precinct and Geldmacher yard can be used on Festival days.

(ii) Why a Nimmity Bell?

Nimmitabel is developing in an exciting new direction from the sawmill town it once was and the purchase of the Nimmity Bell was considered a potent symbol of this transition and is designed to stop traffic in the CBD of the Village, so that visitors can enjoy the various services offered and see some of our proud history.

This project was initially brought to the Nimmitabel Advancement Group and to the Nimmitabel Lions Club shortly afterwards. It was enthusiastically endorsed by all present at both meetings. Within a couple of months of the proposal's conception, over 100 families, many of whom are pioneering families, both past and present had promised over \$60,000.00 to support it. (a list of contributors is attached) We know of no other project anywhere that has drawn such a strong endorsement from such an overwhelming majority of the community.

300 invitations were issued for families to attend two public meetings to decide the appropriate location of the Bell. At the second meeting it was unanimously decided to place the Bell on the corner of Clarke Street and the Monaro Highway. This site was where the Bell was placed for the Festival and opening of the Bell. After consulting with Council staff about services and engineering and with no objections from RMS, we then ensured that the Bell design was beautifully mounted, as designed by local Landscape Architect, Kate Waldren and high enough not to interfere with views of the historic Geldmacher House.



[Handwritten signature]
21/04/2017

Nimmitabel NSW 2631

Joseph Vescio

General Manager

Snowy Monaro Regional Council

Cooma NSW 2630

Dear Sir

re Development Application (10.2016.1006.1) Review

I wish to make it known that I object to the installation of the "Nimmity Bell" within Council's road reserve at the intersection of Clarke Street and Bombala Street at Nimmitabel.

Your Heritage Advisor has clearly stated that "(t)he proposed bell is not an item of Nimmitabel's heritage. It does not reinforce or promote Geldmacher's distinctive role in the town's history, and does not pay tribute to or acknowledge the town's rural heritage or social history."

I agree with these statements and I believe the proposal will detract from the heritage values of the streetscape.

Yours sincerely

24 APR 2017

In accordance with Section 147 of the Environmental Planning and Assessment Act 1979, I declare that I have not made any political donations or gifts within the last 2 years, nor any associate.

Friday, 21 April 2017

Planning Cooma Office
Snowy Mountains Regional Council
81 Commissioner St
COOMA NSW 2630

Review Application Number 16.2016.1006.2

Re: Installation of 'Nimmity' Bell

Applicant Nimmitabel Lions Club

As a home owner at Nimmitabel, I have not changed my mind on my objection to the "bell" as previously advised.

I do not want the "bell" placed or ringing 12 times per day within eye or ear distance from my property. My property has already been devalued by the ugly, dirty, untidy presentation of the two buildings surrounded by my property at which is the

I do not agree to have such an obnoxious looking and sounding structure at such close proximity to my house!

The proposers of the changed application do not live within the town centre, therefore they would not have to put up with the clanging of the bell at all hours of the day and night! Maybe stick it at Mt. Emerald, Springfield Road, or the corner of the Monaro Highway and North Boyd Street, parallel to the old green service station and the Nimmitabel Motel! Let those residents put up with the clanging, and see how they would like their peace and quiet ruined!

Ideally, the bell needs to be situated away from residents, down at the Lake Williams site, where parking and viewing and clanging would have less an impact on nearby residents.

I hope that you consider my objection, and take my view-points seriously, as this matter has gone on for far too long, and has turned the town of Nimmitabel into more TOXIC, JEALOUS, BITTER AND NASTY ENVIRONMENT, and I am so glad to have moved away from such an awful situation, all I need to do now is sell my property, and I will not have any connection with both the horrible town people, and the bullying that me and my family had endured living at _____ for past 10 years, whether being told by your council to fix my water problem which I never had, only being bullied by the next door neighbour, when my house is situated on the side of a hill! Where is run off water meant to go?

Hoping that this is the last time that I have to object about anything to do with Nimmitabel!

In accordance with Section 147 of the Environmental Planning and Assessment act 1979, I declare that I have not made any political donations or gifts within the past 2 years.

20th April 2017

Snowy Monaro Regional Council

The Planning Officer

Dear Sir / Madam,

RECEIVED
21 APR 2017
BY:

I wish to express my concern regarding DA 16.2016.1006.2—Installation of the Nimmity Bell.

I currently live in the vicinity of the new Wickham Railway Station in Newcastle which is still under construction and which on completion with the movement of trains will significantly add to the noise in my area.

I have recently retired and decided to realise a long held dream of moving to the Snowy country. For many years I have travelled once or twice a year to holiday on the south coast and often admired the little village of Nimmitabel which I pass through on the way.

I was fortunate to find a suitable rental in Nimmitabel and a few weeks ago I signed a long lease with the landholders and have been paying rent until I tie up all my affairs here in Newcastle and move into the house within the next fortnight. The address of the house in Nimmitabel is

I recently looked at the Nimmitabel Community Website and saw the story regarding the erection of a large bell which I believe would be only about 25 metres from the house I am renting. I will apparently be the closest person living near the bell.

I managed to find the Development Application online and am very concerned at the situation I find myself in.

I am committed to the lease and do not want to live next to a large bell which is going to ring 12 times at midday and on other special occasions.

Whilst I am not so familiar with Nimmitabel, the reasons given by Council to reject the bell in the proposed position seem reasonable to me.

I ask Council to reject the revised DA and consider a more suitable location for the bell.

I declare that I have not made any political donations in the last 2 years.

Yours sincerely

The Manager,
Snowy Monaro Regional Council,
P.O. Box 714
COOMA. 2630

12/4/17

Dear Sir,

Re: D.A. 10.2016.1006.1 PROPOSED INSTALLATION OF A BELL IN
NIMMITABEL BY NIMMITABEL LIONS CLUB - REVIEW OF D.A.
REFUSAL

made a submission to Council following the original application, supporting the bell in principal, but raising the safety issues of the applicant's preferred site. We note that these concerns were upheld by Council when they rejected the original application. It is worth noting, we feel, that the street signs on the opposite corner to the one proposed to house the bell, were recently flattened by a truck trying to take this corner, emphasising our point that it is a potentially dangerous intersection.

We note that it is proposed to mount the bell 4.5 metres above the ground and that pink bats are going to be used to muffle the sound of extraneous ringing of the bell. We are not sure how or if this will work, as we have seen no details, nor plans for the mounting. As our building is located just

from the proposed site we would want to be confident that the muffling of the bell would work, as well as for the sake of those living nearby. The use of insulation batts to muffle the ringing did not work when they were tried previously, the batts fell out.

"The future planned heritage and history walk around Lake Williams" referred to in the application would seem to be the obvious place to locate the bell in our opinion.

24 APR 2017

20 - 4 - 2017

Submission to :
Service Planning - Cooma Office.
Snowy Monaro Regional Council

COVERING LETTER

Public Notification 82A Review

Review Application Number 16.16.1006.2

Applicants name Nimmitabel Lions Club.

Proposed Development Installation of the Nimmity Bell at Clarke St, Nimmitabel.

Thank you for the opportunity to contribute to the review of the Determination to Refuse the DA . I commend Council's actions by fulfilling their "duty of care" to the community by refusing to approve the installation of the Nimmity Bell at the proposed site.

I am disappointed that the Lions Club of Nimmitabel (the Applicant) has chosen not to accept Snowy Monaro Regional Council's (Council) rejection of the Applicant's proposal to erect the Nimmity Bell on the corner of Bombala and Clarke Streets, Nimmitabel. Council's Determination dated 5th October 2016 recognised the unsuitability of the site on five valid and well defined grounds.

By applying for a review, the Applicant has also chosen to disregard and devalue the protestations voiced in twenty-two submissions (representing many more landholders) from the most affected residents and their supporters, sadly driving a wedge into our community that may forever divide the community. The seven unaffected Lions Club members, who have no ownership of land in the village, have lost touch with their charter to "serve the community". They are **not** serving the significant number of opponents to their ambition to install a large imported church bell on the most historic precinct in Nimmitabel and ring the bell twelve times at midday every day for the rest of our lives. As owner and part owner of the three most affected properties I am convinced that this proposal will adversely impact on property value and will severely limit our group's ability to find tenants for

Council's Heritage Advisor has congratulated our company's efforts to restore and preserve the historic buildings on the corner of Bombala and Clarke Streets and has rightly denounced the bell and its ringing as detracting from the heritage value of the streetscape. The bell and its plinth will be a blight on the views from every south facing window of our properties and dominate and/or restrict the outlook for our customers to some of the most historic buildings in the village, which we envisage as a marketing tool for our future plans to reopen the Nimmitabel General Store.

The fact that \$1,000 shares to buy and import the bell were sold to many grazing families, without a proper DA process being undertaken, is proving to be a catalyst for claims by the Applicant that all alternative sites are unsuitable and must be dismissed as a hope to bring pressure to bear on Council staff. However, this must not bring any pressure to bear on Council staff to reverse the original Decision to Refuse the initial DA. The alternative site at the Lake Williams Lions' Club activity area is widely considered in our community as the most beneficial site with a side benefit of healing the developing rift in the opposing parties and negate the need for all parties to be dragged into the Land and Environment Court to debate the Act's legalities.

20 - 4 - 2017

Submission to :
Service Planning - Cooma Office.
Snowy Monaro Regional Council

I acknowledge the Applicant's diligence in engaging others to provide a more professional Application to Review for Council, but the additional information only highlights the lack of understanding of our town's residents, the offensive noise impacts on surrounding residents, main street activity, traffic flows and the cultural and historical significance of the site. The omissions in the additional information give us little to grasp ways the Lions Club will manage the liabilities of the bell's maintenance, public safety, public health during daily ringing, insurance costs, WHS issues and injuries for the bell ringer. Are ratepayers to forever fund these tangible problems? I would like to describe the lack of understanding and omissions in more detail in the attached pages.

To conclude,

I understand and feel sympathy for the Lions Club's predicament, but local residents cannot be asked to forever pay too high a price for the Applicants imprudent decision to buy a bell with no home. I urge Council to again reject the Applicant's proposal in the middle of Nimmitabel's most historic site, but I would also urge Council to help facilitate a "Plan B" to encourage and assist the Applicant achieve their goals by assisting in selecting a site where the bell has a context and relevance to local commerce and social activity.

Review Application Response

1. Background

In 2014/15 the Lions Club of Nimmitabel lobbied local grazing families to buy \$1000 shares to import a large American church bell. This bell was promoted to myself, residents and others as a static display outside the Nimmitabel Pioneers Hall without the bell's tongue in situ and replaced only for ceremonial ringing on a weekend day in spring to be known as the Bell Festival Weekend. The bell was purchased and imported and various larger and smaller contributions flowing in to help with paying its way. A \$10,000 grant was made using taxpayer's money to fill the shortfall in donations.

When the bell arrived, no Development Application had been lodged and approved for any location within the village. The predicament for the Lions Club, bell owners and the community had then begun. The most basic construction process i.e. securing an approved DA before spending money, particularly taxpayers and ratepayers money had not been followed. Somehow, this was overlooked or hidden from interested parties. The first Bell Festival was promoted and held in Oct 2015 with the bell sitting on a trailer in the grounds of Gelmacher House on the corner of Clarke and Bombala and it was from that point on that the unsuitability of the site became apparent. Following the lodgement of a DA to test the sites issues, a "significant" number of submissions were lodged with Council, representing groups families and individuals who voiced objections to the proposed site and offering support for other locations further from resident's homes. Council rejected the DA in October 2016 on five valid and important grounds. Despite Council's decision and resident's objections the Lions Club have asked for Council to review the rejection whilst claiming no "plan B" location is available.

2. Amendments

(i) Applicant has not changed its proposal to ring the bell 12 times per day at midday for a trial period and then consult. This was well understood by the town residents from the statement in the original DA and considered intolerable by nearby objectors in submissions to that DA.

(ii) An ad hoc bell trial period (with the tongue removed) over summer 2015/16 sitting in a trailer with rubber tyres approximately 4 metres from the proposed site with sound insulating material filling the bell's void was conducted. During this trial, the bell was struck many times with various objects, including large rocks and lengths of timber mainly at night, constantly waking nearby residents (please refer submissions for witnessed accounts of evening offensive noise). The Applicant has not provided any information, nor comparative data to the Review on just how "the dampener will muffle any opportunistic ringing at night". As a resident sleeping nearby, I can confirm that the tried technique was a failure.

When the bell is not insulated from the ground by rubber tyres, but firmly fixed to a below ground concrete plinth, accepted studies show that resonating sound waves travelling through solid ground will logically magnify the bell's sound and reverberating shock waves to local residents.

3. Clarifications

(i) I acknowledge the long history of the Lions Club serving the community of Nimmitabel, but in this matter, they have lost touch with their charter. The seven current members, who have no landholdings in the village, are serving or providing support to the residents who don't object to the daily ringing of a loud bell in the most historic precinct of our town and just ignoring a significant number who do object.

(iv) I believe the Applicants original intent of a static bell outside the hall was well meaning! The last 2 years has seen the project fall from favour and a deep divide has been created by the Applicant's determination to achieve their goals at any cost to the community. Support for the project at this location increases the further the supporters live from the site. Only one main street shopfront business owner resides in their main street premises! Like the proponents, the rest live well away from the proposed site. In this paragraph, the Applicant refuses to acknowledge the divide well known by Administrator, Council staff and the Nimmitabel Community!

The following points note how the Applicant's actions have created and perpetuated community divide -

1. Selling a construction project in a public place accepting many tens of thousands of private donations and taxpayer's dollars, without following a proper DA process, with no guarantee they will be able to deliver the project as sold.
2. Proposing a project to Council that did not match the original community consultation promises.
3. Not accepting the Council's decision and suggestions to seek another site and challenging the many valid reasons for refusal.
4. Suggesting there are no alternative sites to keep pressure on Council and residents to approve the proposed site.
5. Starting a media campaign to demean objectors who believe the site is not suitable for the project.
6. In a mean-spirited act Lions Club members moved the trailer mounted bell back to the main street opposite our house where it continues to be struck even under a threat of a Council issued Noise Abatement Order and ignoring a directive from a Council Officer nearly 3 months ago to move the bell back into storage.
7. This defiance by the Applicant gives us an insight into future belligerence to be endured during community consultations when negotiating post-trial bellringing at the Clarke St site.

4. Reason A - Noise Impacts

(iii) The Applicant's lack of local knowledge of the reality of the ebbs and flows of traffic on the main highway is apparent by an incorrect model i.e. "busy city street at kerbside" using the generalised NSW Noise Guidelines to determine a mean 75db as a background noise level at the proposed site.

Based on my local experience of traffic flows I

can confirm that many factors contribute to vehicle movements in the main street. Vehicle noise is the main contributor to noise during the day. During week days, the morning and afternoons are known as the peak times for increased traffic flow, particularly heavy vehicles, lessening to light flow around 11am with more activity again around 1pm which subsides until the afternoon peak with an additional spike on Friday evenings. On weekends, there is a more tourist oriented movement of traffic mainly light 4 and 2 wheeled vehicles travelling between Canberra and the coast with high flows on Saturday morning and Sunday afternoon. Heavy vehicle traffic moving between the Gippsland and the Sydney markets accounts for most truck movements which spikes on Sunday, Monday and Tuesday afternoons. Midday in the village is generally a quieter time with few tourist journeys even during holiday periods. Long term studies have confirmed these observations.

A study and acoustic report was conducted by Rudd's Consulting Engineers in 2016 at a property directly opposite our property. That study would challenge the Applicant's quoted 75dB model used to establish a mean background noise in Nimmitabel. At between 20 and 25 decibels lower than the Applicant's mean level, the bell's 12 midday strikes would definitely fall into the category of "offensive noise" to affected locals. The Applicant needs to better understand the term "offensive noise" as described in the POEO Act of 1997. By definition of the term, "offensive noise" will be created by the Applicant 12 times per day at midday every day. The Rudd report demonstrates 10 pm and midnight measured noise levels were low, at less than 15 dB which would make nuisance ringing of a dampened bell obtrusive to nearby neighbours. The Applicant offers no data or comparative sound projections for bell ringing with or without dampers for evaluation!

5. Reason B - Heritage Issues.

(i) There is no valid reason given, for me to support this project within the most historic precinct in Nimmitabel. The original rejected DA Statement of Environmental Effects 3.2 asks to describe the existing streetscape. The Applicant correctly notes that no exposed stone buildings are visible, yet proposes a stone decorated plinth to support the bell, placing the structure in conflict with its surroundings.

(iii) Extraordinary statement for the Applicant to make keeping in mind that the Lions' Club first and preferred site was outside the Pioneers Hall. The Heritage Advisor correctly points out that the proposal is incompatible with the site.

Seeking to create history at the site with the project will undoubtedly disrespect the site and its pioneers.

6. Reason C. Site suitability for Civic and Festive events.

(l) (ii) (iii) I would like to support Council's assessment that the proposed site is unsuitable for large events. Our experience of the Inaugural Bell Festival was less than pleasant for our family. Our Clarke St nature strip was used as an impromptu car park with cars blocking access to the garage. Our

used as a well-hidden urinal at least twice. Papers and plastic bottles were thrown over our fence even though bins were available. A small tree we have been caring for on the nature strip was snapped off or driven over during the day. All behaviour typical of large events near private homes. Yet, the

applicant states that the four attending police officers were not required to conduct any traffic or crowd control.

Future Bell Festivals should be equally successful at other sites more suitable for the gathering of large crowds particularly if public toilets, parking and wide open spaces are available!

7. Reason D - Public Submissions

(ii) I find the Applicant's unsympathetic statement advising Council that the 'significant' numbers of affected residents objecting to the proposal "is not a matter of significance when determining a DA" outrageous! To build a weight of pro-bell numbers against local residents the Applicant has drafted and distributed more than one petition in the hope that Council will respond to the "more is better" message of a petition.

(iv) In this paragraph, the Applicant contradicts his own proposal by stating the bell would ring "once a day at 12 noon as was in our original intention." It is widely understood that the Applicant's intent in the DA was to ring the bell 12 times at midday every day for the 6-month trial. This "once a day" deception has been used as a tool by the Applicants to lobby objecting residents to the withdraw their submission, with some success.

8. Reason E - Council's Public Liability

Just as Council has a "duty of care" for assessing risks and hazards in a public place to the general public and residents alike, the Applicant must observe the same "duty of care". As a long-term sufferer of tinnitus, who has sought clinical help to manage the afflictions debilitating effects, I am concerned that ringing the bell at all may be a liability for the Applicant and Council itself. No information has been provided by the Applicant as to how they will manage the risk of possible hearing damage to innocent passers-by, residents or indeed the bell ringer.

Studies show that sharp repeated sound above 85 decibels is dangerous to hearing health. The sound generated by the "Nimmity Bell" would be expected to measure above 130 decibels (at 5 metres and be categorised as "dangerous to hearing even if struck infrequently".

The most critical omission is how to address Council's liability during bell-ringing activity - the 1.5 tonne bell swinging through its frame poses a risk of fatality or serious crush injury as the plinth's step up design provides close access for the unwary, to the bell, during movement. Church bell towers provide this separation during operation, but the Applicant has ruled out a safe tower at this location in 3. Clarifications (iv), rightly seeing it as incompatible with the history of the site!

9. Advice to Applicant - Alternative sites.

The Lake Williams Rest Area has been suggested as the best location for the bell in many objecting submissions against the Applicant's DA proposal, rejected by Council at Clarke St. The Bell should have a new beginning in Nimmitabel and create its own history at the most picturesque part of the village. Future Lions Club and joint community projects could rebuild the trust and solidarity now lost. New businesses in the area should be welcomed and not seen as a threat, a new petrol station would

replace a critical loss in our recent past. Please reference my original submission dated 9-8-2016 for my envisaged benefits for Lake Williams as the alternative bell site.

I have not made mention of other sites due to their lesser relevance in regards to this Review Application.

10. The Proposed Site

(i) The proposed site has been roundly rejected by Council, the custodians of our public places for valid reasons, protecting the heritage of the town for future generations, providing the best possible amenity for residents, minimising risks to the general public, serving the best interest of ratepayers and importantly and refusing to allow an injustice being perpetrated on residents disadvantaged only by the location of their homes.

The prominence of this project is its worst asset, dominating the surrounds using construction materials not matching the streetscape.

Nimmitabel has been able to celebrate its pioneers for many years at the Gelmacher Estate without the need for a loud ringing American Bell. The Applicant has no credibility attempting to connect the "Nimmity Bell" to our pioneers.

This public site has remained clear and untouched since the 1830's and should remain clear for perpetuity. Our community should seek to embrace our heritage sites, not violate them with this sort of monstrosity. The requirement to acknowledge bell contributors and provide heritage information to visitors does not preclude any alternative site.

The Applicant's claim to meet noise guidelines provides no evidence, but in essence seeks to bring more noise pollution to a site it finds to be already noisy.

(ii) Nimmitabel Advancement Group withdrew support for the bell following a dramatic change of the original intent presented to the community and Council staff ie. static bell outside the hall - ringing one day of the year. After invitations for a town meeting were sent, approx. 30 people agreed to a second possible site inside the Gelmacher Estate, then later approx. 20 people agreed to lodge a DA to Council to see whether the third chosen site as in the current DA could pass scrutiny in a proper DA process. The DA was rejected on 28th September 2016 and Council asked the applicant to seek another site!

16 / 4 / 2017

Service Planning

Snowy Monaro Regional Council

24 APR 2017

Dear Sir,

I wish to lodge this objection in relation to DA 16.2016.1006.2 The Nimmity Bell.

I have read the revised DA Application regarding the proposed location of the Nimmity Bell on the corner of Clarke and Bombala Streets and find no further information which should change Council's initial determination that that site is unsuitable for the location of the Nimmity Bell.

I would like to focus this objection on the impact that the proposal to locate the Nimmity Bell on the corner of Clarke and Bombala Streets has had on this household.

Following the inaugural Bell Festival in October 2015, the bell was mounted on pallets and located a few metres from the now proposed site on the corner of Clarke and Bombala Streets. There were times when the pendulum was in the bell and times when it wasn't. Regardless, surrounding neighbours began experiencing nuisance ringing at all times of day and night, including an event at 2 30 AM after the Nimmitabel Show in 2016.

Despite requests from ourselves and our tenants at the Lion's Club refused to move the bell and it remained in that position for approximately six months until the Trustees of the Geldmacher Estate insisted that it be moved away, when it was then stored at the showground.

At the meeting of the Nimmitabel Advancement Group on the 17th December 2015, John Harrington, the then president of Nimmitabel Lion's Club, announced that once approval for the proposed location of the bell on the corner of Clarke and Bombala Streets had been given by Council and the bell was erected, the intention of the Lion's Club was to automate the bell so it rang on the quarter hour day and night.

By that meeting we had already experienced six weeks of living with offensive noise from the bell, some of which was related to vandalism. Council needs to note that these incidences of vandalism will occur no matter where the bell is sited and any damage incurred will remain the responsibility of council for all time.

Most of those present at the NAG meeting were horrified by the proposal to ring the bell on the quarter hour. I was then secretary of the Nimmitabel Advancement Group and at the end of the meeting I tendered my resignation. The reason I gave for this was that I had worked tirelessly for this community for over thirty five years and the Lion's Club which was supposed to be a service club helping the residents of Nimmitabel and surrounds was showing no regard for my family and surrounding residents.

From that meeting and over the eighteen months since, several members of the Lion's Club have continued action to discredit members of this household and to portray us as human beings unworthy of consideration when siting the bell at the proposed location. This action has included malicious untruths being spread via social media and word of mouth.

There was disruption to my sleep over the six months that the bell was located near the proposed site and in its current location for the last three months, only away across the road, beside the hotel. The anticipation that I may get woken during the night causes an elevation in anxiety which I am concerned will occur should the bell be permanently located at the proposed site.

Disappointingly, the continuing actions by the Lion's Club in an attempt to isolate this family out of the community has resulted in some loss of our primary source of income, loss of several friendships and I have withdrawn from several community groups due to the discomfort of being ignored by some members. Contrary to the Lion's Club claim that the bell will benefit Nimmitabel's economy, there has been no economic benefit for those of us who have an opposite opinion to the Applicant's proposal; only losses. There appears to be a similar story at the Nimmitabel Bakery, the owners now choosing to remain neutral to mitigate loss of business, despite strong initial objection to the proposed site.

There is a passing comment in the revised DA that muffling will be installed in the bell. However, there is no indication of what this will be, how it will be removed from a height of 4.5 metres for daily bell ringing and who will ensure that this muffling remains intact and viable for the lifetime of the bell. This aspect appears to be a further liability for future ratepayers and Council. Further mention is made that the height of 4.5 metres should "reduce" nuisance ringing but the statement does not rule out all nuisance ringing through the day and night.

The DA states that the daily ringing will be for a trial period of six months with a reassessment by "businesses" after that. There is no mention of the impact on close residents during that period or that close residents are entitled to have any say in future proposals for ringing trends. It needs to be noted that the majority of business owners live out of town.

Residents close to the proposed site consider that there has already been a six month trial which clearly showed that that site is unsuitable for the amenity of Nimmitabel into the future. As the closest landholders we well know that the bell has failed the test already.

I request that Council again reject the application and assist the Lion's Club in finding a more suitable location.

In accordance with section 147 of the Environmental Planning and Assessment Act 1979, I declare that I have not made any political donations or gifts within the last 2 years.

(

16 - 4 - 2017

Service Planning - Cooma Office.
Snowy Monaro Regional Council
81 Commissioner St
Cooma.

Review Application Number 16.2016.1006.2
Applicant: Nimmitabel Lions Club - Installation of the Nimmity Bell

To the Administrator,

I am again registering my strong protest at the installation of "the Bell" at the proposed site and ring it 12 times in the middle of the day. My original objecting submission was dated 7-8-2016 and my views haven't changed. I understand the new info and it remains an "imposition on the town of Nimmitabel".

The bell was bought before a DA was lodged and surely a better site can be found. I urge Council to again reject the Review Application proposal.

In accordance with Section 147 of the Environmental Planning and Assessment Act 1979, I declare that I have not made any political donations or gifts within the last 2 years.

24 APR 2017

13 - 4 - 2017

*Service Planning - Cooma Office.
Snowy Monaro Regional Council
81 Commissioner St, Cooma*

24 APR 2017

D. A. Review No 16.2016.1006.2

With regards to ... Installation of the Nimmity Bell.

On the 8th August last year, and I made a submission to Council objecting to the Applicants DA proposal to put this large church bell on the Clarke St intersection with the main highway. We have read the new information provided on the Council website and see no reason to change our opinion on the matter.

The site is **definitely** not suitable! Our home is expect to hear loud chimes every day. To erect this bell a away and we still would as proposed it is not something that any reasonable person would inflict on others, from homes and ring it particularly if the applicants could never hear it themselves. It must be placed as far away as possible from resident's homes and rung only a few times per year, if at all. Between the lake and showground may be acceptable and may help heal the community division created by this proposal.

Snowy Monaro Regional Council must again reject the proposal to protect our nearby residents from the effects of this bell. Ask yourselves who would want to live next to this large, loud, daily ringing bell?

In accordance with Section 147 of the Environmental Planning and Assessment Act 1979, we declare that we have not made any political donations or gifts within the last 2 years, nor any associate.

To: Town Planning- Cooma Office, Snowy Monaro Regional Council

Review Application Number: 16.2016.1006.2
Installation of the Nimmity Bell

To whom it may concern,

I am writing to re-iterate my significant concerns about the negative impacts of the proposed location of a large 'Bell' in the town of Nimmitabel, particularly in how it affects my interests in the properties listed above.

I have read the revised development application, and remain convinced that the chose site is not suitable for the "Nimmity Bell" project. All my original objections still stand and feel that the revised application in no way addresses or lessens the toll on the properties immediately surrounding the proposed site.

Importantly, as per my original objection, the peaceful town of Nimmitabel has no cultural or historical ties to "bells" in any context. Bells do not hold a place in the community folklore or in "Australiana" as a whole.

Once again, I strongly ask that no operational Bell be located in Nimmitabel, particularly anywhere near the above mentioned properties. I am told alternate sites are considered, but having heard bells of similar size being used in other locations, Nimmitabel may not be big enough to not be heard and effect my concern in the mentioned property, and the township/community in general

In accordance with section 147 of the environmental planning and assessment act 1979, I declare that I have not made any political donations of gifts within the last two years, nor any associate.

Sincerely

24 APR 2017

20/04/2017

To the administration
Snowy Monaro Regional Council

81 Commissioner St, Cooma.
Review Application Number 16.2016.1006.2
Re: Installation of the Nimmitabel Bell.
Applicant: Nimmitabel Lions Club

As a recently retired farmer I came to the town for peace and quiet and the friendly towns folk.

Now it looks like all hell is going to break out.

My objection to the erection of the said bell is based upon reasonable reasoning being the following:

1. There seems to be no thought about the safety where the bell is to sit. There is insufficient parking as it is along Bombala Street and Clarke Street is very narrow, especially if two cars are parked on either side. Only recently, a heavy vehicle turning into Clarke Street took out the signs trying to avoid parked cars.
2. The proposed ringing of the said bell 12 times a day is absurd. It is a public nuisance and for what? To confuse the population of the town that there is some tragedy about to happen, EVERY DAY?
3. There is NO HISTORICAL SIGNIFICANCE of a bell. Nimmitabel was a timber town.
4. If the Lions still want to erect the bell, then the obvious place is the Lake Williams. Here they can ring it on the day of the festival ONLY.
5. I would appeal to you and council members that the applicants should obey council's final decisions and stop harassing our residents trying to persuade us to change council's previous decisions.

Mandatory Political Donations Disclaimer

In accordance with Section 147 of the Environmental Planning and Assessment Act 1979, I declare that I have not (or have) made any political donations or gifts within the last 2 years.

24 APR 2017

Planning - Cooma
Snowy Monaro Regional Council
81 Commissioner Street
Cooma NSW 2630

Dear Sir,

Re: Installation of the Nimmity Bell : Ref No 10.2016.1006.1

I would be very concerned if the Bell was erected at the intersection of Clarke Street and the Highway as requested by the Sons Club of Nimmitybell. If the Bell were erected as described it would create a very serious hazard:

1. The Intersection is already very hazardous for pedestrians and cyclists due to the hill crest on the northern side and the amount of traffic on the narrow highway on the southern side.
2. Any more 'distractions' on this intersection could easily increase the likelihood of accidents, between motor vehicles and pedestrians.
3. If the Bell were used for special ceremonies, as originally planned, the congestion and lack of suitable parking in the vicinity would increase, making the hazards more serious for those days when an increase in safety precautions is necessary.

In my opinion, any more 'distractions' at this intersection need to be avoided by Cooma Council Planning and the Community.

The area at Lake Willcains on the Southern end of the village provides good parking, facilities and an open flat area of the highway. It would also accommodate increased numbers of people in a safe area for special ceremonies.

24 APR 2017

23 April 2017

24 APR 2017

Dear Sir/ Madam

I am writing this in response to the further review of the Nimmity Bell DA and would like to draw your attention to a few points that have been raised by the applicants, Nimmitabel Lions Club. My comments are in italics.

Amendments:

- i) The Lions Club is proposing to trial the mid-day striking of the Bell 12 times and then to conduct consultations with the Village about its impacts – *the DA list approximate costs of \$50,000 dollars to site the bell, this would seem a lot of money for a trial; could the current church bells or a simulation be used so that this money could be saved and better spent on other projects.*
- ii) The Bell will be fitted with a dampener that will muffle any attempt to ring it opportunistically out of hours including at night. *How will this be policed, is security cameras etc part of the installation costs. I am assuming that lighting will be placed at strategic places around the bell site – could this be a diversion for drivers?*

Clarifications:

- i) The application is being made by the Nimmitabel Lions Club. This club is a not for profit, community service group whose charter is to serve and provide support to its local community. *The Lions Clubs does great community work, however this bell project has divided the town. Of note is that most Lions Club members are not residing within the township as such. If the Lions Clubs' Charter is to support the local community, does this not include Council also, and why is the Lake Williams site not being seriously considered for location of the Bell? To date the Lions Club have completed some works at the lake, however the footpath has not yet been finished around the lake – could the Lions Club not continue this work and adapt to highlight the Bell.*
- iii) The main plaque placed on the mounting plinth will succinctly list the names of contributors to this project, many of whom are steeped in the history and heritage of our district for up to 5 generations. This is a precursor to the future planned heritage and history walk around Lake Williams. *There is already a Heritage walk around the township with accompanying brochures and DVDs, with locating the Bell at Lake Williams this existing Heritage trail would be complimented, NOT disrupted. The listing of contributors to the Bell has also had controversy with division of those able to pay a substantial amount (\$1000) and pensioner/lower income earners able to afford a more modest amount. This has not fostered community spirit!*
- vi).....This support includes families who have had strong pioneering ties to the Village and District over generations and who retain a strong interest in Nimmitabel maintaining relevant and vital social and business roles into the future..... *Lake Williams was named after a pioneer family and is a significant tribute to the history of the township – this would be an ideal place to site the bell and commemorate a pioneers walk (if/when the footpath is completed)*

1/3

The Heritage Advisor has likened the Bell proposal to an elephant imported from Asia. We believe our proposal will much more significance to the heritage of our village and district in the long term. Sometimes we need to create history. *If we are to advocate for "Australian Made" and heritage, then the bell should have and could have been manufactured in Australia – after all what better way to advertise Australia then through the natural resources we have!*

3 Reason C — Site Suitability for Civic and Festive Events.

i)With regard to the holding of local celebrations that would hopefully attract larger crowds, the Council would appreciate that, in small communities, these can only be supported infrequently and on special occasions. Additionally, in planning for festive events on public lands, organisers are required to seek the approval of the Council under the provisions of S68 if the Local Government Act. In order to obtain the Council's approval, there is a need to prepare and have approved suitable traffic and pedestrian management plans. These may include temporary road closures and/or other pedestrian control mechanisms. This was the case with the inaugural Bell Festival. On Australia Day 2016, this Festival was awarded 'Community Event of the Year' by the then, Monaro Shire Council. It is anticipated that the Festival will become a bi-annual event bringing much needed revenue and good fellowship to the Village. *Words like infrequently, on special occasions would seem to indicate not a lot of use! Before agreeing to any permanent home for the Bell, maybe the Lions Club could outline its use and how the 'Festival' would be conducted. There is also concern regarding temporary road closures / pedestrian management plans – these should be decided prior to locating the Bell. Ease of access and minimising disruptions to traffic flow and pedestrians highlight the benefits of siting the Bell at Lake Williams.*

When talking about alternative sites for the Bell, the applicants state that the site should be "...centrally located to the daily social hub of the Village and close to the main businesses that serve the passing traffic..." On most weekends, especially long weekends/ holiday times parking in the main street is limited and chaotic – surely the Lake area can be configured better for traffic.

I was concerned to read the following:

Also as we speak it is likely that the service station opposite Lake Williams will reopen, complete with fuel and dining room. If the bell is placed at Lake Williams this will definitely detract from the town revenue. As a resident in the town, I would welcome a petrol station, it is also a business that could attract people to stop, offer employment opportunities, and Nimmitabel as a whole would benefit from SUPPORTING new business & economic growth in the town. After all the Lions Club charter says it is serve and support its local community!

In closing my comments on this DA I am questioning why the Bell was purchased and shipped to Australia without any plans for the it's final location, in particular no DA. Who will maintain the Bell, mechanisms and surrounds for however long? At present Nimmitabel has several heritage sites that need ongoing maintenance, maybe these to be maintained and celebrated prior to a Bell not even made in Australia. The Bell is not a part of our heritage streetscape, but could be a feature at Lake Williams.

Below is the letter I wrote in August 2016. I still consider that Lake Williams is the better site for the Bell.

5 August 2016

Dear Sir/ Madam,

RE: Proposed Development – Installation of the Nimmity Bell
Application No: 10.2016.1006.1

As a resident of Nimmitabel, actually living within the township, I would like to suggest an alternative location for the above proposed development. I can understand that people want the Bell in a prominent position and encourage people to stop in the town. However, the current proposed site could be an issue for safety – parking spaces are limited, the intersection of Bombala & Clarke Streets is hazardous when no vehicles are parked on the crest of the road, and the Bell may not be clearly seen by passing traffic. My interpretation from the plans makes the Nimmity Bell look like it is 'tucked away at the side'! It would be more appropriate, aesthetically pleasing and perhaps more functional to locate the Nimmity Bell's installation site in the surrounds of Lake Williams. I consider this to be a viable alternative for the following reasons:

1. Lake Williams is tailored for family, community and passing visitors in regards to amenities – toilets, BBQ facilities, designated parking areas and a safe area that does not require crossing roads. This would be a plus for parents with children (and pet lovers to take their animals for a walk)
2. Ample space for siting the 'Bell' on a raised area overlooking the Lake – may be a community garden project to continue to beautify the area.
3. The Lake Williams area could be further developed to provide a cement path around the entire area – obviously this would have health benefits for locals and visitors alike.
4. This site is also close to the showground – a regularly used facility – and could link the showground to the township via the Lake and Bell and incorporate this 'track' into the town walk information/ brochure.
5. If the intention is to have a Nimmity Bell festival day then the Lake Williams area can be used for stalls/concerts/displays etc without having to contend with traffic passing through a crowded main street.

I look forward to hearing the outcome of the proposed development site application. I can be to discuss any of the points I have listed. I have not contributed, donated or gifted to any political party within the last two (2) years

Yours Faithfully

The Manager,
Snowy Monaro Regional Council,
P.O. Box 714,
COOMA. 2630

23/4/17

Dear Sir,

24 APR 2017

RE; D.A. 10..2016.1006.1 PROPOSED INSTALLATION OF A BELL IN
NIMMITABEL BY NIMMITABEL LIONS CLUB

One of the best things about living in Nimmitabel is the peace and quiet.
It would be a great tragedy for the community if our peace was to be disturbed by
the clanging of a one and a half tonne bell at all hours.

The proponents of this project must be able to guarantee the community that the
bell will not be able to be rung by anyone but the designated bell ringer and at the
designated time, i.e. mid-day.

The proposed housing of the bell in a 4.5m structure surely precludes it being put
anywhere near the highway, in the existing park or down at Lake Williams would
seem to be the better option as far as parking etc. is concerned.

Yours faithfully,

13 - 4 - 2017

*Snowy Monaro Regional Council
81 Commissioner St,
Cooma.
Planning Dept.*

Review application number 16.2016.1006.2

Re: D.A. for installation of the Nimmity Bell

We made an objection to the bell's original DA on 2-8-2016 saying that we cannot support the location proposed on the corner of Bombala and Clark St. We knew the original intention was to ring the bell 12 times at midday. We understand the Lions Club's points made against Council's rejection of the proposal and still we will not agree to a daily ringing of the bell at that site. The Lions Park at the lake has been suggested by many people as a better spot to erect the bell as it's well away from homes and still on the main street near businesses. We would be happier with bell at the lake.

We urge Council to again reject the Development Application as proposed.

In accordance with Section 147 of the Environmental Planning and Assessment Act 1979, I declare that I have not made any political donations or gifts within the last 2 years.

SERVICE PLANNING – COOMA OFFICE
SNOWY MONARO REGIONAL COUNCIL

Public Notification 82A Review

Review Application Number 16.16.1006.2
Applicant's Name Nimmitabel Lions' Club
Proposed Development Installation of the Nimmity Bell at Clarke St, Nimmitabel

I am writing in regard to the proposed installation of the Bell at the corner of Clarke St and Bombala Sts. I oppose this in the strongest of terms – for several reasons, which I here outline;

1. The whole process has not gone through due process in as far as local residents are concerned. Decisions have been made by non-residents which will affect residents of the village, with little concern for the effects of these decisions on those who live in the village.
2. The proposed site of the Bell is in the most historic spot in the village and it must be noted that the Bell has no historical links to the village at all. It has no historical significance and seems to me inappropriate in that spot when so much has been done to maintain the village's historical integrity and traditions.
3. Those who live near the village – and especially those who live IN the village – face the prospect of the bell ringing every day for the rest of their days. Those opposite it and next to it will be particularly affected by this. I live a short way up Clarke St and I do not wish the peace and quiet of the town to be disrupted by this at noon each day. The quiet is why many of us have purchased property in the town.
4. Apart from the daily ringing of the bell, we have seen that the Bell attracts others in our community and from outside who find it entertaining to ring it, throw rocks at it or hit it with sticks late at night and in the early hours. This will be especially disturbing for the owners and tenants of properties right in the town.

I urge Council to reconsider this matter and reject the Applicant's proposal and to also help the Lions Club, Nimmitabel to come up with an alternative plan for the bell. The Lions Club do such wonderful work in the community and I realise what a problem this is for them. But we must be considerate of our neighbours in this matter and find another home for the Bell.

I would like to state, in conclusion, that I have never made any political donations or gifts.

24 APR 2017

23 April 2017

Planning – Cooma Office
Snowy Mountains Regional Council
81 Commissioner St, Cooma

Review Application Number 16.2016.1006.2

24 APR 2017

To Whom It May Concern,

I am writing to oppose the renewed application for the placement of the “Nimmity Bell” on the corner of Bombala and Clarke streets in Nimmitabel. I have not changed my position since my original letter of 7 August 2016, as the amendments to the original development application do not alleviate my stated concerns.

With respect to the heritage impact, remarkably even the applicants themselves have acknowledged that the bell, a recent import from the USA, is merely a “play on words” and irrelevant to the history of the village. Nevertheless, they have proposed to make it the new focus of the village hub, thereby detracting attention from the village’s genuine historic features. As expressed in my previous letter, I am also deeply concerned about the applicants’ insensitivity toward the true significance of the name “Nimmitabel”; something I took especially great pride in as a child growing up in the town. In today’s Australia, the colonialist act of co-opting and debasing an indigenous name, dissociating its meaning from the local landscape and linking it instead to an imported cathedral bell, is simply unacceptable.

The emphasis on a select group of “pioneering” families in the application and the stated intention to list the contributors’ names on the plinth also creates the impression that the strong push to place the bell in the village centre is motivated more by self-interest than a genuine concern for the community. An apparent failure to comprehend the contentious and divisive nature of the proposal shows just how out of touch these individuals are with the community members actually residing in the central village zone.

Apart from the stated heritage and ethical issues, the impact of the bell noise on the community has not been adequately addressed by the applicants. Firstly, they have failed to clarify in either the original or revised application as to their envisaged audience for the bell chiming. Living away from the immediate area, they themselves will rarely hear it, and at any given midday there are few or no tourists in the vicinity. Ultimately, the main audience for the cycle of 12 strikes would be the group of local residents going about their daily lives at home.

Despite an attempt to downplay the degree of disturbance it would cause, it is obvious that the ringing of an elevated cathedral bell for an estimated one minute duration in a residential area meets on all counts the definition of *offensive noise* as listed in the POEO act.¹ My main residence is

¹ The definition of offensive noise in the POEO Act is noise:
(a) that, by reason of its level, nature, character or quality, or the time at which it is made, or any other circumstances:

in central Sydney and the applicants' insinuation that the noise levels on the main street in Nimmitabel – predominantly road noise of cars intermittently cruising past at 60km an hour – could be compared with the bustle of a city kerbside is nothing short of absurd. I have had ample personal experience of both locations and cannot conceive how the two could be equated. Furthermore, the residents who live in proximity to the highway accepted this background noise as a pre-condition of their choice of location when they purchased or rented their homes. With respect to the prevention of nuisance ringing, the proposed use of a dampener to “muffle” the sound is not accompanied by any concrete indication of what level of sound it might be expected to produce in the middle of a quiet night, nor does it address the recorded incidences of vandals throwing rocks at it, etc.

From my own financial perspective, my position remains unchanged. In my original letter, I stated that I am a beneficiary of a family trust which derives income from an investment property in the immediate vicinity of the proposed bell site. Not only is the value of the property likely to be negatively impacted by the degradation of the town's historical zone, but it will also become more difficult to rent. Nimmitabel rents are relatively inexpensive, making the town particularly attractive to young families trying to get established. Shift-workers and those with infants in the household who may need to sleep during the day, such as our previous tenants, would clearly not regard living next to a loud bell as a viable option, thus reducing the already narrow range of prospective tenants.

The applicants' proposed site for the bell is unsuitable for the aforementioned reasons and a location at Lake Williams seems the only feasible solution. If it will attract visitors to the town as the applicants argue, it will still serve this purpose, but the impact of its noise and interference with the historicity of the village's centre will be minimised.

In accordance with Section 147 of the Environmental Planning and Assessment Act 1979, I declare that I have not made any political donations or gifts within the last 2 years.

-
- (i) is harmful to (or is likely to be harmful to) a person who is outside the premises from which it is emitted, or
 - (ii) interferes unreasonably with (or is likely to interfere unreasonably with) the comfort or repose of a person who is outside the premises from which it is emitted, or
 - (b) that is of a level, nature, character or quality prescribed by the regulations or that is made at a time, or in other circumstances, prescribed by the regulations.

Sharon Thompson

From:
Sent: Wednesday, 19 April 2017 8:36 PM
To: Council@Cooma
Subject: 82A Review - Nimmitabel Lions Club 16.2016.1006.2

Dear Sir,

My thanks for the opportunity to respond further to the proposal to install the Nimmity Bell in Nimmitabel.

10.2016.1006.1
Installation of the Nimmity Bell
Nimmitabel Bell/Clarke St. NIMMITABEL 2631
L: 1 DY: 92

I refer to the Application to Review the Refusal of Development Consent, dated 4/4/2017, and make the following comments:

2. Amendments

(i) It is still unclear to us how and when the Bell is proposed to be rung. The trial calls for 12 times at midday, but for how long, how many days, how long is the trial, who is ultimately responsible and who will carry out the consultations.

What happens after the "trial"?

3. Clarifications

(v) It still seems to us that a structure 4.5m high is still a substantial structure in this location, and would still be easily scaled by anyone with reasonable agility and such a mind ie. it would still be easily accessible to 'nuisances'.

(vi) Despite the assertions of 'broad support', our understanding is that the proposal has generated much ill-feeling and community division between 'local' residents and 'out-of-towners'.

4. Reason A - Noise Impacts

(i) I refer to 2 (i) above re lack of specific detail.

(ii) For how long will the Bell be rung on these 'festive occasions'? One minute, one hour,

(iii) It is apparent that there are no applicable noise guidelines to this situation - it is totally inappropriate to compare noise on a busy city street to a quiet country village with spasmodic traffic flows. And again, the proposal does not detail for how long the Bell might be rung each time, nor for how many days.

Further, nowhere in all the documentaion can we find any data on the noise characteristics of such a bell - frequencies, power, range, etc. Remember we are not talking about a small counter-top device, but rather a massive brass instrument.

5. Reason B - Heritage Issues

(i) While it might be 'nice' to emphasise the use of local stone, it will be evident to any observer that, from the proposed site, there is no immediate sign of exposed stone being used in building construction.

6. Reason C - Site Suitability

(i) Council will be well aware that Lake Williams already has suitable areas and is already used for such civic functions eg Australia Day. It could be said that it is in fact better equipped to cater for crowds, with toilets, BBQs and ample off-street parking.

7. Reason D - Public Submissions

(iii) We remain concerned over the assessment of the 'trial' - who, how, etc. - and what happens after that. And again, where is any analysis of the noise characteristics of such a large bell in such close proximity to residences and businesses.

(iv) It has been clearly stated by some of the principal proponents that their long-term plan is that the Bell be rung every day at regular intervals during the day and that this will be decided by the business community, not by the community as a whole.

8. Reason E - Public Liability

(ii) The proposed Bell will be a solid structure located right on the corner of a highway. Despite acceptance by the RMS and the Local Traffic Committee, we remain concerned that such a significant structure will seriously restrict visibility of highway traffic.

9. Alternative Sites

(i) Lake Williams Rest Area is well equipped and convenient to the CBD. It is already well used for gatherings and travellers and is in fact the nearest public conveniences to the CBD.

Locating the Bell there would largely remove the noise nuisance from nearby residences, as the noise would tend to dissipate more quickly over open spaces, rather than echo from hard-surfaced buildings. Furthermore, such a location would reinforce the 'European' aspect with its proximity to water ('peals over the lake').

10. Proposed Site

(i) Virtually every factor for the proposed site in Clarke St. can be matched, and bettered, by the Lake Williams site, with improved safety, facilities, convenience and noise abatement. That is clearly where the Bell should be sited.

Political Donations

In accordance with Section 147 of the Environmental Planning and Assessment Act 1979, we declare that we have not made any political donations or gifts within the last 2 years, nor any associate.

Sharon Thompson

From:
Sent: Wednesday, 19 April 2017 1:12 AM
To: Council@Cooma
Subject: Nimmitabel Bell

To whom it may concern,

I am writing regarding the application to keep the "Nimmitabel Bell" in its current location in the centre of the town. I have serious concerns regarding the security and the potential for the bell to be a noise menace in this position.

I would approve of the original concept of using the bell for festive occasions but to use it on a regular basis would cause undue interference for residents nearby.

We chose Nimmitabel because it is quiet and I fear that this bell could be come a noise problem. I can't see a way that in its current form people can be stopped, whether for malicious reasons, or if inebriated, from ring the bell with any hard object - at any time of the day or night. As it stands I am not confident that the placement of the bell and the arrangements for its security are satisfactory.

This email has been scanned by the Symantec Email Security.cloud service.
For more information please visit <http://www.symanteccloud.com>



The Administrator
Snowy Monaro Regional Council
81 Commissioner Street
Cooma NSW 2630

DA 10.2016.1006.1 – INSTALLATION OF THE 'NIMMITY BELL'

Based on the information we were given at the time we opposed the siting of the 'Nimmity Bell' on the corner of Clarke and Bombala Streets, Nimmitabel.

The Lions Club of Nimmitabel have now corrected the information we were given, clarified what the application entailed and have amended the application to address all the concerns that were raised. After consultation with them we are now happy to support the placement of the Bell in the location proposed.

We understand there will be a 'trial' of ringing the Bell 12 times, once a day at midday and that the Community will be included in any discussions after the trial.

As the purpose of the Bell is to attract visitors to our Village, it is reasonable to expect that the Bell should be sited in the CBD of the area so that once people have stopped to hear the Bell ring they would then have a look around at our historical village and spend some time and money here.

5
Received
Snowy Monaro Regional Council
4/4/2017

The Administrator
Snowy Monaro Regional Council
81 Commissioner Street
Cooma NSW 2630

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Received
Snowy Monaro Regional Council
4/4/2017

**APPLICATION TO REVIEW A DETERMINATION OF A
DEVELOPMENT APPLICATION**

DEVELOPMENT APPLICATION 10.2016.1006.1

6.

**Letters of support from retail outlets in
Nimmitabel**

Received
Snowy Monaro Regional Council
4/4/2017

I would also like to touch upon the amazing commitment that Howard Charles and the Nimmity Lions Club have done in bringing this project so far. The monies raised and work involved to make this happen shows the general spirit of Nimmityabel.

As I'm sure your aware, in all towns there are 'The knockers'. It would be nothing short of devastating for the town, both business and community, if this project did not see completion.

In my 40 years of living in Nimmity I've seen both business and community closeness dwindle (for want of a better word). If you look closely doors are opened in shops, people are gathering to share local events and attractions. Nimmityabel homes are selling fast and theres jobs for those willing workers. Lets keep the positivity going, get that bell up (maybe rang occassionly) that way more projects can be investigated and the town can move forward with accomplishment. 'woo hoo'.

Long winded but support for the
'Nimmity Bell'

Received
Snowy Monaro Regional Council
4/4/2017

23/03/2017

Snowy Monaro Regional Council

To Whom It May Concern,

wish to make it clear that we do not object to the bell being erected in
Nimmitabel.

After seeing the proposed plan of the bell structure, we are better informed and it is our
understanding that the bell will be perched up high and that all safety standards will be put into
place to protect the general public from injury.

We are also of the understanding that the striking mechanism will be removed to prevent
unnecessary ringing by inquisitive tourists or public nuisances.

We also have every confidence in the SMRC that they will consider all the aspects of public safety
and make the correct decisions for the village of Nimmitabel and not just for a minority group.

Yours Truly



Wednesday 8th March, 2017

To Snowy Monaro Regional Council
81 Commissioner Street Cooma, NSW 2630

Proposed Development Installation of the Nimmity Bell on the corner of Clarke Street and Bombala Street, Nimmitabel

Dear Sir/Madam,

The adjacent position in relation to the location of the bell at the time of its temporary site - where it was originally unanimously voted by the residents of Nimmitabel who attended all the public meetings to be placed in this location - meant that our view to it across the road was highly visible and it was extraordinary to witness the amount of people who would approach the bell, take photographs and then walk around the town. Clearly its position there demonstrates the potential success of a new tourist attraction for Nimmitabel, which surely can only be a good thing for our town and its residents and business houses, as well as increase the chances of job growth. To our knowledge, not one of the individuals who have objected to the installation of the bell have a shop in the main street and therefore have no vested interest in visitors spending money in the town. For this project to be a success and benefit the existing shops in the main street the bell needs to be in the CBD, not down at the lake.

When the idea first came about for the bell, it was amazing to hear about the overwhelming support from so many residents, past and present. The substantial amount of money that was ultimately donated to contribute to the purchase of the bell spoke volumes in terms of how many people are in favour of it. Surely all these donations given to the project demonstrates the tremendous amount of support for the bell. How sad it would be for all those people who believe in the bell and financially contributed to it if it does not end up in its originally proposed location.

We look forward to receiving your letter of acknowledgment regarding our submission of support via mail to 30 Bombala Street Nimmitabel NSW, 2631 and thank you for the opportunity to comment on this matter.

Received
Snowy Monaro Regional Council
4/4/2017

Cooma Monaro Council

To whom it may concern,

I am writing in regard to the placement of the Bell in Nimmitabel. I am a business owner & resident of Nimmitabel and would love to see the Bell erected in town, on the corner of Clarke & Bonbala St, by Glenmacher House. I also think it would be fantastic to hear the Bell ring once a day at midday.

The Bell Festival in October 2016 was a wonderful, well attended event that would be great if it could be made into an annual event.

So many local people and business put a lot of time, money and energy into the acquisition of the beautiful Bell and it would be wonderful if we could all enjoy it.

Please put the Bell in Nimmitabel!

The Planning Dept
SNOWY MOUNTAINS REGIONAL
Council

I would like to express my support for the erection of the NIMMITY "Bell" at the nominated site suggested.

Such an attraction will only promote tourism in the town.

Council statistics indicate approximately 2 million vehicles pass through per annum.

The NIMMITY Bell will not only give substance to the name of the town, it will also assist in increasing visitation stops supporting existing and future businesses and jobs.

THE "Bell" could be marketed and incorporated to promote the entire Shire Region and create a positive tourist link between Cooma and Dombata.

Networking is best for the future.

Received
Snowy Monaro Regional Council
4/4/2017

To Snowy Monaro Regional Council,

Re the installation of the Nimmity Bell,

We wish to submit our support to the installation of the Bell as was proposed in the original application 10.2016.1006.1 on the verge in Clarke St, Nimmitabel.

As Business owners we feel this position would be excellent, benefiting both the public and businesses in Nimmitabel.

It can be seen from the main street with plenty of parking and therefore creates interest and additional reasons for people to stop and visit the township and the business district of Nimmitabel.

At present we get daily inquiries as to the whereabouts of 'the Bell'.

The majority of people asking when it is going to be located in its original position within the CBD of Nimmitabel.

There seems to be a lot of confusion as to why the project has not begun as a large number of people supported this original concept as can be seen by the plethora of donations.

We feel it is imperative for council to revisit this submission and review the positive outcomes of such a project rather than the negatives.

Received
Snowy Monaro Regional Council
4/4/2017

6 March 2017

To: Snowy Monaro Regional Council.

I am a small business owner in Bombala Street, Nunnitabel, and have been for a number of years, and wish to express my full support for the erection of the "Nimmity Bell" at the previously proposed site on the north side of the Geldmacher Building and present museum.

For myself and the other business people in Nunnitabel it is important that we have things to encourage through traffic to stop and explore our community, and possibly even spend a little money.

I am sure that the placing of the bell at the originally proposed site will be to the benefit of the whole community.

Thankyou for your attention to this,

Yours sincerely.

Received
Snowy Monaro Regional Council
4/4/2017

18 March 2017
Mr Dean Lynch
Administrator
Snowy Monaro Regional Council
Commissioner Street
Cooma NSW 2630

Mr Lynch,

**THE NIMMITY BELL
PLACEMENT SUPPORT CORNER OF BOMBALA & CLARKE STREETS**

I am writing to express support for the placement of The Nimmity Bell in a safe hazard-free allotment on the verge of Bombala and Clarke Streets, Nimmitabel.

As a recently resurrected business in Nimmitabel village, I am acutely aware of the tourism potential The Nimmity Bell can generate. During the times The Nimmity Bell has been temporarily placed on my hotel's front lawn it has attracted tourists from across Australia as well as Japan, Korea, China, India, Indonesia, Canada, United States as well as numerous European nations. These tourists park their car take photos and more often than not take 10-30 minutes to walk the main street, visiting the pub, cafe, bakery, leather shop, convenience and antiques stores. As an attraction – it works!

As a newcomer to the Monaro, I am also impressed by the strong community spirit in funding the acquisition of The Nimmity Bell. Many are from long established pioneering families that lack visible recognition otherwise and it saddens me that several have passed away during the time it has taken to permanently place The Nimmity Bell. The Lions Club of Nimmitabel has done well to initiate this project.

I must state that this is my third letter in support of The Nimmity Bell, one of which included some 100 supporting signatures on a bar petition we collected. None of this previous correspondence appears to have been considered in past deliberations. I understand some persons are opposed to The Nimmity Bell placement, although many appear non-resident or of the erroneous impression that the Bell would be frequently rung. I also understand some local people against The Nimmity Bell, whilst few in number, previously used their influence in opposing Boco Windfarm offers, propose a Nimmitabel bypass, feed feral cats and seek the closure of the hotel and CWA sites.

I trust Snowy Monaro Regional Council with an eye to the future sees merit facilitating the placement of The Nimmity Bell as sought by the Nimmitabel Lions Club.

Snowy Monaro Regional Council
PO Box 714
Cooma NSW 2630

15/4/2017

Dear Sir/madam

RE: Revised DA 16.2016.1006.2



I have always supported the concept of this bell until NOW. This revised DA has caused much discord in the community & has had the opposite result from the original aim which was to unite the community. I now wish to submit an objection to the placement of the bell in Clarke Street.

To cite a few examples of this, one couple in particular have become the target of a hate campaign, others have been badgered to the point close to harassment, a national well respected group have been degraded in an article published in the media. The worst behaviour is ringing the church bell through the week knowing the public cannot & will not complain. This can then be used as leverage to influence any decision made in regard to the DA.

I have read the new revised DA & find many confusing statements, such as the “the bell not to be rung twelve a day but twelve times at noon” surely 12x1 & 1x12 equal the same. “We plan to establish a new heritage historical walk around Lake Williams”, if so the bell would be the ideal focal/starting point for such a venture.

My objections are as follows:

- 1) When the project of the bell was first mooted it was to have the tongue removed & the bell to be rung only on special occasions, perhaps five times per year. Every day does not constitute a special occasion, nor does it consider the intrusive noise on nearby residents some who are shift workers & need to sleep during daylight hours.
- 2) Clarke Street is the main road feeding from Kybeyan & the local council garbage facility. This corner has restricted vision when trying to turn onto or cross the Monaro Highway, without adding additional traffic.
- 3) The site in Clarke Street is unsafe to accommodate a large gathering of people in such a confined space nor are there adequate car parking spaces available.
- 4) The potential for a tragic accident would be greatly increased with the close proximity of a pedestrian refuge & across the Monaro Highway the pick up/drop off point for school buses.
- 5) To add some item the size of the bell which has no relevance to an existing heritage area would devalue the significance of this site. The bell would then become the focal point & detract from the historical value of the buildings.

- 6) It would reduce the available site for persons in wheel chairs, pushing prams or using “walkers” to negotiate on the footpath.
- 7) Many of those vigorously supporting the daily ringing of the bell live outside the township & would not be affected by intrusive noise on their life style.
- 8) The proposed opening of a restaurant opposite Lake Williams should be welcomed not discriminated against considering it is situated in the main street. This is also another way to attract tourist to stop in this town.
- 9) Trial periods seldom turn out to be that but in fact become permanent.
- 10) The fact that it is presumed that the rate payers via Council would accept the cost to maintain this bell.
- 11) I do not know what the damage if any that 130 decibels of sound (if this is the correct reading) reverberating daily would have on the surrounding historical structures.

In conclusion I would suggest the ideal location for this bell would be at Lake Williams where there is off street parking, toilets, bbq, seating & space for safe movement of people & vehicles.

In accordance with Section 146 of the Environmental Planning & Assessment Act 1979, I declare that I have not made any political donations or gifts within the last 2 years, nor any associate.

RECEIVED
13 APR 2017

Snowy Monaro Regional Council,
Cooma.

Dear Sir,

I am writing to give my approval
to the installation of the Nimmitabel

It would be of great asset to our
village I believe.

I would appreciate if this approval
could be passed quickly - without any
more delay.

RECEIVED
13 APR 2017

BY:

Snowy MONARO Council.

Re Ref 16.2016.1006.2.

Dear Sir,

In response to the letter I received recently re Nimmitabel Bell Installation.

I am fully in favour of the bell being installed ASAP.

Please ensure this letter is taken into account.

P.S. And Thank you !!! 😊

PLANNING DEPT.

SNOWY MONARO REGIONAL COUNCIL
DUMMA.

RECEIVED
20 APR 2017

BY:.....

DEAR SIR.

IN REGARDS TO PLACING OF
THE BELL IN NIMMITABEL, WE FEEL
THE BELL SHOULD BE PLACED OUTSIDE
THE FENCE BESIDE WELD MACHER, CWA
BUILDING. AS ORIGINALLY PROPOSED AT
A TOWN MEETING.

IT WOULD BE GOOD IF THIS
MATTER COULD BE RESOLVED AND THE
ERECTION OF THE BELL COULD GET
UNDER WAY.

Town Planning
Cooma Monaro Shire Council

4 April 2017

To Whom It May Concern,

I am a resident of Nimmitabel, NSW and would like to provide my opinion of the proposed installation of a bell.

I believe it would be an asset to our charming village and an aid to local businesses through it being a viable tourist attraction. As it is an attractive & interesting piece it will entice passing tourists to stop to inspect it further, therefore encouraging them to stay a while to peruse the rest of the village attractions and attend the retail outlets & food providers. The family names that are intended to accompany the bell will also be inviting to genealogy and casual tourists alike.

Please note that my home is situated very close to the proposed site for the bell's installation (next door) and I am not at all concerned for it being a noise problem. Rather, it will be a somewhat nostalgic sound in relation to church bells that rarely or never happen these days.

Mr. Joseph Vescio
General Manager
Snowy Monaro Regional Council
Cooma NSW 2630

20th April 2017

Development Application Review 10.2016.1006.1
Installation of the Nimmity Bell

Dear Sir,

As a resident of Nimmitabel since 1972 and living in the village I would like it known that I do support the Nimmity Bell but not the proposal to install the bell at the Clarke Street site as stated in the DA Review. My concerns are:

1. **Traffic Safety** The intersection of Clarke Street and Monaro Highway (Bombala Street) can be a very busy intersection and has a large number of heavy vehicles travelling on both streets. With vehicles parking on either side of Clarke Street near the proposed Bell site it leaves very little room for traffic to drive through. Clarke Street is too narrow to permit car parking and traffic.
2. **Noise Impact** At first it was decided that the bell would only be rung on special occasions and not once a day, 12 times as stated in the DA Review. There is no reason the bell needs to be rung in the middle of the day. Should the daily ringing of the bell be necessary it should be placed somewhere like Lake Williams where the impact of noise would be minimized.
3. **Heritage** The proposed site for the bell is located outside the grounds of the Geldmacher Museum and is close to other Heritage Buildings. One of the problems with a proposal such as this is the Bell would become the dominant structure that has no historic relevance to Nimmitabel.
4. **Alternate Site** The obvious place for the Bell is Lake Williams as it is already used for community events. There is ample off street parking for vehicles and buses and caravans/boats/trailers. Tourist facilities include toilets, BBQs and covered seating. The lake is only a short walk to Nimmitabel's CBD.

The proposal to put this bell in the middle of our village continues to divide the community! I trust that Snowy Monaro Regional Council would take into account all the factors and make a well-considered decision for an alternate site for the bell and where the impact on residents is reduced.

In accordance with Section 147 of the Environmental Planning and Assessment Act 1979, I declare that I have not made any political donations or gifts within the last 2 years, nor any associate.

102016.1006.1

Installation of The Nimmity Bell.

Nimmital Bell / Clarke ~~At Nimmital~~

LIDY: 92.

Nimmital Lions Club.

Refused on 5-10-2016.

Seeking review of Determination
to Refuse.

To whom it may concern.

I Mary Murphy of Nimmital
have been ~~lived~~ lived here for
nearly 60 years, have seen
trees & guards erected in the
street, taking up parking space
Nimmital has a lot to offer
visitors Atwell, Old mill

sculptures lovely trees to
the approaches of Nimmity.

SO why all the not about
the Bell.

4/5/2017

Gmail - Our Nimmity Bell



Our Nimmity Bell

2 messages

27 February 2017 at 17:33

To Whom it May Concern at Snowy Monaro Regional Council,

Dear Madam/Sir,

Regarding the Nimmity Bell.

In 2016 there was a public meeting held outside the premises of the Geldmacher House Museum.

This meeting was attended by about 20 or more local folk who were interested in just where the proposed siting of the bell would be and what possible structure would support the same.

At the end of this meeting it was agreed by all attending that the bell would best be seen (and used) if it was placed on the perimeter of that site as near as possible to the street corners of Clark and Bombala Streets.

As my family live within of this area I represent 8 folk who would be very keen to see its placement go ahead. We have heard the bell rung on a few occasions (even on New Years Eve) when it was first on display at Geldmacher and even at night it is not a disturbing noise.

On the other hand the poor asphalt repairs to the pedestrian road crossing make every empty truck sound like an enormous rattling gong! Likewise, the loud & foul language that comes up the road opposite Lake Williams from the RMS's periodic heavy vehicle blitzes at all hours of the night it particularly disturbing and offensive!!

What cost for simple progress in this wonderful part of the Monaro!

I ask you to place the bell where we had agreed upon in 2016.

27 February 2017 at 21:22

Mr. Joseph Vescio
General Manager
Snowy Monaro Regional Council
Cooma NSW 2630

20th April 2017

Development Application Review 10.2016.1006.1
Installation of the Nimmity Bell

Dear Sir,

The idea of the Nimity Bell was first proposed that it could be a symbol of new beginnings and a new chapter in the future history of Nimmitabel. I, also saw the 'Nimmity Bell' as a symbol of new beginnings for our strong and harmonious community however the decision to ring the bell once daily has bought animosity, division and ill feelings to our village and continues to have a social negative impact on the village. Unfortunately the majority of the residents who would like to see the bell rung daily live many kilometers away and I feel that they haven't taken into consideration the impact it would have on those residents that live nearby.

I would like it known that I am still a supporter of the Nimmity Bell and have supported the Nimmitabel Lions Club with their project from the beginning. After several community gatherings it was decided that the bell would only be rung on special occasions, including the Nimmity Bell Festival, averaging a possible five times in a year. Daily ringing of the bell certainly does not constitute special occasions. The proposed trial ringing of the Bell at midday, twelve times, may cause future regulatory issues for Council. Solution being the bell could be relocated to an area that is less sensitive to noise.

The proposed bell site, corner of Clarke Street and Bombala Street is on the main intersection in Nimmitabel which has historic significance to our village. The corner is home to the Geldmacher Museum, adjacent is the Nimmitabel Police Station and further along Clarke Street are the Geldmacher Mill and Community Centre as well as privately owned residences. I feel that this area is the Historic Hub of Nimmitabel and the 'Nimmity Bell' would not only look out of place as it has no historical significance to the village but also risk the devaluation of surrounding property. It does not reinforce or promote Geldmacher's distinctive role in the town's history, and does not pay tribute to or acknowledge the town's rural heritage or social history.

Clarke Street and Monaro Highway (Bombala Street) are on the main intersection in Nimmitabel and has constant heavy traffic on both roads. The intersection is already a very busy intersection with a significant amount of heavy vehicles turning into Clarke Street. Clarke Street also carries traffic from Kybeyan, Steeple Flat, Greenlands, Nimmitabel Garbage Facility and the Nimmitabel Primary School. Having the possibility of vehicles parking on either side of Clarke Street near the proposed Bell site is very likely to generate safety implications and create parking congestion.

Lake William Rest Area and Reserve could be an alternate site for the bell. **Section 9.1 of the DA Review** the applicant mentions “that this area is well set up to safely cater for highway traffic stopping in Nimmitabel. It has a designed off-carriageway loop road with sealed car parking. The reserve has already been improved by various park features and will have a heritage walk. It is distant from Village CBD residences and hence would be ideal in response to noise disturbance issues but only for some residents.”

I agree that Lake Williams is an area tailored for families, visitors and community events and gatherings. It is a safe area that does not require to cross roads which is a plus for animal lovers and parents with children. The placement of the Bell at Lake Williams would be a perfect symbol of new beginnings for Nimmitabel and would compliment the already planned Heritage Walk. The Heritage Walk could be further developed with sculptures placed around the lake representing the past, present and future Nimmitabel and in time providing its own significant heritage. As Lake Williams is only a short walk from the CBD the planned Heritage Walk around the lake could join onto the present Heritage Walk around Nimmitabel.

Section 9.2 of the DA Review: I disagree with some of the points made by the applicant.

- Lake Williams has a **great presence in the community** with the locals and visitors. The lake is used for Australia Day Celebrations, family BBQs and picnics, swimming, SES, fishing, walking dogs and toilet and rest stops.
- Lake Williams is on par with the CBD with visitors stopping to enjoy our village. It is definitely **NOT out of sight and out of mind**.
- If the Service Station opposite Lake Williams reopens, complete with fuel and dining room, it would not only be of great benefit to our village but would also provide a service that we don't have for locals and visitors. The applicant's statement “If the bell is placed at Lake Williams this will definitely detract from the town revenue”. I would like to think the village of Nimmitabel would welcome any new business with open arms.

In view of the continued animosity and division of residents caused by the proposed site and ringing of the bell I am requesting that Snowy Monaro Regional Council as the approving body, take into account all factors and make a well-considered decision for an alternate site for the bell and where the impact on residents is reduced.

Yours sincerely,

In accordance with Section 147 of the Environmental Planning and Assessment Act 1979, I declare that I have not made any political donations or gifts within the last 2 years, nor any associate.

Notes

RECEIVED Given to Katherine
Mines
- 2 MAY 2017
Records Georgia

To the S.M.R. review board:
Re: NIMMITABEL BELL.

I
NIMMITABEL wish to state that I have never objected to the bell. I have however questioned the planned position of the bell.

One can only hope that this review will take all view points into consideration and make the correct decision for the Town of Nimmity and see that ~~the~~ Public Safety would far outweigh the many personal and inconsiderate comments that seem to be in the forethought of some peoples mind.

24/4/2017 ✓

4 Received
 Snowy Monaro Regional Council
 4/4/2017

PETITION TO HEAR THE BELL RING AT MIDDAY IN NIMMITABEL

We record below our request to have the newly installed bell in Nimmitabel rung every Midday.

Name	Resident of	Signature
Merrill Bowser	Nimmitabel	
CHRIS PRYOR	Bega	
NOEL ROELLNER	BECA	
ANTHONY FARROW	BOMBALA	
REBECCA Smail	Nimmitabel	
TONY KING	Nimmitabel	
Mark Nelson	Canberra	
Reuben Shaw	" "	
SHARON BOGARD	ADAMINA BY	
N. Carnell	Nimnity	
A. Water	Nimnity	
C. Dunn	Perth	
B Cole.	Nimmitabel.	
BONES.	"	
J. Lloyd.	Bemboka	
J. HAYES	Nimmitabel	
LESLIE FOLK	" "	
Kenny	" "	
S. Moss	LEITON	
CR Beck	LOCAL.	
Glenn	Bombala.	
D. DRAYTON	NIMMITABEL	
D. HAYES	NIMMITY	
S. Murphy	"	
G. MELAREAT	Bermagui.	
C. FitzPatrick	Bermagui	
RICHARD	NIMMITABEL	
Trevor Melksham	Canberra	
James ...	COOMA	
Robert McCulloch	COOMA	
Robert ...	COOMA	

Received by
 Snowy Monaro Regional Council
 10/04/2017

PETITION IN FAVOUR OF THE NIMMITY BELL

We, the undersigned, wish to have the Nimmity Bell and information plaques, as donated by the many district residents, both past and present and purchased by the Lions Club of Nimmitabel, placed permanently on the corner of Bombala and Clarke Streets Nimmitabel.

Name	Resident of	Signature
VICKY DIXON	SHANNONS FERT	
VICKY BRIDGEWATER	HEKIMBULA	
Barbara Litchfield	COOMA	
ANNIE REYNOLDS	NIMMITABEL	
LILIBET STEPHENS	ADAMINABY	
ROBYN BOYCE	COOMA	
JOEY HERBERT	COOMA	
SUE LITCHFIELD	COUNTERARY	
Jessie DOWNIE	COOMA	
SUE ECCLESTON	COOMA.	
Nalmai Mylan	COOMA	
Louise Litchfield	Tura Beach	
Marie Thompson	Nimmitabel	
MARGARET HAYLOCK	NIMMITABEL	
Suzie Frost	COOMA	
Raymond Blyton	151 YANDR	
Janette Langwell	COOMA	
Fleur Cullenward	HAY	
Jan Carpenter	NUMERALLA.	
ROSS LANGWILL	COOMA	
Graeme Thistleton	Nimmitabel	
LINDA BLYTON	Nimmitabel	
Jerod Blyton	Nimmitabel	
Dorothy Roland	Nimmitabel	
Sharon Roland	Nimmitabel	
Jan Roland	Nimmitabel	
MALL COLAND	LANGBARRA, HACKETT	
JANE ROGERS	Nimmitabel	
IAN BLYTON	45b old Ross St	
RAE BLYTON	NIMMITABEL	

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 Snowy Monaro Regional Council
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BETH COLE	NIMMITABEL	
NICHOLAS PALMER	SPRINGFIELD	
Karen Page	NIMMITABEL	
Jenny & John Hood	Nimmitabel	
VICKI SANKI	NIMMITABEL	
Heather Hayled	Nimmitabel	
Jilany Maen	NIMMITABEL	
Ken Brown	NIMMITABEL	
JEFF MIDDLETON	NIMMITABEL	
BRUCE CLARKE	NIMMITABEL	
Robert McDonald	Nimmitabel	
Lola King	Nimmitabel	
DAMIEN HANE	NIMMITABEL	
Caitlin Wilson	nimmitabel	
W. M. ...	Nimmitabel	
Britt Kojier	Nimmitabel	
ROGER HOPE	SWTHERLAND	
JODIE HOPE	SWTHERLAND	
KEVIN PAULL	SYLVANIA	
Gwen Inaebler	Nimmitabel	
Howe DRAVTON	Nimmitabel	
MARYANNE ROBINSON	Nimmitabel	
FRANK ROBINSON	COOMA	
JESSICA MCPHERSON	Nimmitabel	
Michael Ellis	Nimmitabel	
R WYNAN	NIMMITABEL	
Aimee Fitzgerald	Nimmitabel	
John & Robyn Feild	Quedo	
Linda Thistleton	Nimmitabel	

Received by
 Snowy Monaro Regional Council
 10/04/2017

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VICKY DIXON	SHANNONS FERT	[Large empty box for signatures]
VICKY BRIDGEWATER	HEKIMBULA	
Barbara Litchfield	COOMA	
ANNIE REYNOLDS	NIMMITABEL	
LILIBET STEPHENS	ADAMINABY	
ROBYN BOYCE	COOMA	
JOEY HERBERT	COOMA	
SUE LITCHFIELD	COUNTERARY	
Jessie DOWNIE	COOMA	
SUE ECCLESTON	COOMA.	
Nalmai Mylan	COOMA	
Louise Litchfield	Tura Beach	
Marie Thompson	Nimmitabel	
MARGARET HAYLOCK	NIMMITABEL	
Suzie Frost	COOMA	
Raymond Blyton	151 YANDR	
Janette Langwell	COOMA	
Fleur Cullenward	HAY	
Jan Carpenter	NUMERALLA.	
ROSS LANGWILL	COOMA	
Graeme Thistleton	Nimmitabel	
LINDA BLYTON	Nimmitabel	
Jerod Blyton	Nimmitabel	
Dorothy Roland	Nimmitabel	
Sharon Roland	Nimmitabel	
Paul Roland	Nimmitabel	
MALL COLAND	LANGBARRA, HACKETT	
JANE ROGERS	Nimmitabel	
IAN BLYTON	45b old Ross St	
RAE BLYTON	NIMMITABEL	

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 Snowy Monaro Regional Council
 10/04/2017

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BETTY COLE	NIMMITABEL	
NICHOLAS PALMER	SPRINGFIELD	
Karen Page	NIMMITABEL	
Jenny & John Hood	Nimmitabel	
VICKI SANKI	NIMMITABEL	
Heather Hayled	Nimmitabel	
Gilany Maen	NIMMITABEL	
Ken Brown	NIMMITABEL	
JEFF MOULETON	NIMMITABEL	
BRUCE CLARKE	NIMMITABEL	
Robert McDonald	Nimmitabel	
Lola King	Nimmitabel	
DAMIEN HANE	NIMMITABEL	
Caitlin Wilson	nimmitabel	
W. M. ...	Nimmitabel	
Britt Kojier	Nimmitabel	
ROGER HOPE	SWTHERLAND	
JODIE HOPE	SWTHERLAND	
KEVIN PAULL	SYLVANIA	
Gemma Inaebler	Nimmitabel	
Heather DRAYTON	Nimmitabel	
MARYANNE ROBINSON	Nimmitabel	
FRANK ROBINSON	COOMA	
JESSICA MCPHERSON	Nimmitabel	
Michael Ellis	Nimmitabel	
R WYNAN	NIMMITABEL	
Aimee Fitzgerald	Nimmitabel	
John & Robyn Feild	Quinto	
Linda Thistleton	Nimmitabel	

1

Received
 Snowy Monaro Regional Council
 26/4/2017

PETITION IN FAVOUR OF THE NIMMITY BELL

We, the undersigned, wish to have the Nimmity Bell and information plaques, as donated by the many district residents, both past and present and purchased by the Lions Club of Nimmitabel, placed permanently on the corner of Bombala and Clarke Streets Nimmitabel.

Name	Resident of	Signature
PETER LOWRY	NIMMITABEL	
DANEIL DRAYTON	NIMMITABEL	
STEPHEN TEBBLES	NIMMITABEL	
Wade Sephton	Nimmitabel	
Linda Evans	Nimmitabel	
Colby EVANS	Nimmitabel	
Toya Evans	Nimmitabel	
PETER EVANS	Nimmitabel	
Fiona RICHARDS	Nimmitabel	
James Leah	Nimmitabel	
John Weston	NIMMITABEL	
Jim JARDINE	NIMMITABEL	
Janice Alparic	Nimmitabel	
Bob Alparic	Nimmitabel	
Scott Alparic	Nimmitabel	
Trud Morgan	Nimmitabel	
BILL BUCKLEY	Nimmitabel	
JOHN HARRINGTON	Nimmitabel	
ISABEL HARRINGTON	Nimmitabel	
HAAN PAUL	NIMMITABEL	
Riff Falez	Nimmitabel	
Ian Proke	Nimmitabel	
Hubert Green	18 Boyd St Nimmitabel	
WALTER THOMAS FITZGERALD "SUNNYLORE"	Nimmitabel NSW	
John Smith	Nimmitabel	
Kyebeary RD	TUROSS RD	
HOWARD WEEGER	"WEEGER" TOTTENHAM	
Joe Green	"Doolandor Lake" Nimmitabel NSW 2687	

Received
 Snowy Monaro Regional Council
 26/8/4/2017

PETITION IN FAVOUR OF THE NIMMITY BELL

We, the undersigned, wish to have the Nimmity Bell and information plaques, as donated by the many district residents, both past and present and purchased by the Lions Club of Nimmitabel, placed permanently on the corner of Bombala and Clarke Streets Nimmitabel.

Name	Resident of	Signature
Rebecca Ford	Nimmitabel	
R. McCarthy	Nimmitabel	
NOEL ORFLY	"	
DIANE WALKER	Nimmitabel	
KAREN COOPER	NIMMITABEL	
MARIA ROBINSON	GLEN ALLEN	
MARG CRUST	GLEN ALLEN	
Mark Crust	Glen Allen	
BRUNO RUZIC	GLEN ALLEN	
RAY DREW	NIMMITABEL	
Pat Keneally	Nimmitabel	
Lynette Potter	Nimmitabel	
Merida Coombes	Nimmitabel	
SHANE SPICER	SOLDIERS POINT	
JOAN HAMILTON	NIMMITABEL	
MARGARET HAMILTON		
MARGARET WESTON	Nimmitabel	
Craig Schumacher	Nimmitabel	
Jean Cahill	Nimmitabel	
Kate Waldren	Nimmitabel	
Michelle Ratt	Nimmitabel	
MAURICE RATT	NIMMITABEL	
JAN MULACH	NIMMITABEL	
MR ROGERS	Nimmitabel	
C Jardue	Nimmitabel	
Wendy Jardue	Nimmitabel	
Ian Brown	Nimmitabel	
Bronwyn Fitzpatrick	Nimmitabel	
Paul Fitzpatrick	Nimmitabel	
Iy Bruins	Nimmitabel	

[Handwritten mark]

Received
Snowy Monaro Regional Council
26/4/2017

RINGING THE NIMITY BELL

We, the undersigned businesses of Nimmitabel request urgent approval of a 6 month trial of ringing the Nimity Bell at mid-day every day.

We also support the locking of the Bell, to avoid it ringing at unwanted hours.

Ringling the bell has historically been a feature of many ceremonies and rituals, such as the Angelus, in towns around the world and there has been such widespread enquiry about the Nimity Bell from visitors to the town, we believe that reviving this tradition will have considerable appeal and encourage tourists to visit our town and benefit our businesses.

Federal Hotel

[Redacted]

Post Office and General Store

[Redacted]

Bronwyn Fitzpatrick

Wooly Wonders

[Redacted]

Duncan Curry

[Redacted]

The Garden Shop

[Redacted]

Nimmitabel Bakery

[Redacted]

Merrita's Cakes

[Redacted]

Nimmitabel Garage

[Redacted]

Royal Arms and B and B

[Redacted]

Bertie's Café

[Redacted]

Nimmitabel Leather

[Redacted]

Nimmitabel Country Club

[Redacted]

[Redacted]

[Redacted]

(POLICEMAN)

Received
 Snowy Monaro Regional Council
 26/4/2017

PETITION IN FAVOUR OF THE NIMMITY BELL

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Name	Resident of	Signature
JENNIFER STOCKDALE	NIMMITABEL	
DANIEL DRAYTON	NIMMITABEL	
CRAIG BENGTSSON	NIMMITABEL	
Harold Tristram	Nimmitabel	
Lynette Murphy	Nimmitabel	
Cl. Smith		
ARNA HOGAN	" "	
Sheldon Murphy	" "	
IAN BASS	WINIFRED	
Sean Clalmer	Winifred	
LES JACKSON	NIMMITABEL	
Jody Lloyd	" "	
MEES	" "	
Luke Hunter	Canberra	
Alana Skowron	Nimmitabel	
Therese Hudson	Nimmitabel	
ANDREW GLENN	Mt DARGAGLI	
GAU MARSHALL	RUE	
Kristen Kible	Mt Hunter	
VINCE WALKERS	Rocky Hill	
Will Fitzgerald	Nimmitabel	
Sam Ridd	Dalgety	
Bailey Crisp	OMEQ	
Peter Hendriksen	ANNANBURG	
BIMBY MARTIN	COOTAMUNDRA 2590	
Karen Mathey	Bombala	
Basil Hadla	Bombala	

Received by
 Snowy Monaro Regional Council
 26/04/2017

PETITION IN FAVOUR OF THE NIMMITY BELL

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VICKY BRIDGEWATER	WERRIMBULLA	
Barbara Litchfield	COOMA	
ANNIE REYNOLDS	NIMMITABEL	
LILIBET STEPHENS	ADAMINABY	
ROBYN BOYCE	COOMA	
JOEY HERBERT	COOMA	
SUE KITCHEN	COONERAY	
Jessie DOWNIE	COOMA	
SUE ECCLESTON	COOMA.	
Nalmai Mylan	COOMA	
Louise Litchfield	Tara Beach	
Morie Thompson	Nimmitabel	
MARGARET HAY LOU	NIMMITABEL	
Suzie Frost	COOMA	
Ronald Blyton	151 YANDR	
Janette Langwell	COOMA	
Pleur Cullenward	HAY	
dan Carpenter	NUMERELLA.	
ROSS LANGWILL	COOMA	
Graeme Thistleton	Nimmitabel	
RICHARD BLYTON	Nimmitabel	
Herod Blyton	Nimmitabel	
Dorothy Roland	Nimmitabel	
Sharon Roland	Nimmitabel	
Paul Roland	Nimmitabel	
MALL ROLAND	CANBERRA, HACKETT	
JANE ROGERS	Nimmitabel	
IAN BLYTON	456 Old Hwy	
RAE BLYTON	NIMMITABEL	

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 Snowy Monaro Regional Council
 26/04/2017

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VICKI SANKI	NIMMITABEL	
Heather Hayford	Nimmitabel	
Mary Green	NIMMITABEL	
Ken Brown	NIMMITABEL	
JEFF MOULETON	NIMMITABEL	
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Caitlin Wilson	nimmitabel	
W. M. ...	Nimmitabel	
Britt Kojer	Nimmitabel	
ROGER HOPE	SWTHERLAND	
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JESSICA MCPHERSON	Nimmitabel	
Michael Ellis	Nimmitabel	
R WYMAN	NIMMITABEL	
Annette Fitzgerald	Nimmitabel	
John & Robyn Feiler	Quarto	
Linda Thistleton	Nimmitabel	

DRAFT NOTICE OF DETERMINATION OF DEVELOPMENT APPLICATION

Issued under Section 80(1)(a) and Section 78A(5) of the Environmental Planning and Assessment Act 1979

APPLICANT Mr B M Lidster Po Box 1116 JINDABYNE NSW 2627	APPLICATION	DA4124/2017
	Determination	Consent subject to conditions
	Approval Authority	Council
	Resolution Number	TBA
	Endorsement Date	

The development application described below has been determined:

Development Proposal	Dual occupancy
Property Address	3 Rainbow Drive TYROLEAN VILLAGE NSW 2627
Legal Description	Lot 1 DP 1136429 Ph Jinderboine
Estimated Cost	944400.000000
Property Number	107525

CONSENT has been granted subject to the following **draft** conditions:

ADMINISTRATIVE CONDITIONS

Approved Plans and Documentation

- The developer is to ensure that the development complies fully with DA4124/2017 as submitted to Council on the 30/01/2017 2:44:56 PM with supporting documentation including, but not limited to the development plans being:

Reference/Dwg No	Title/Description	Prepared By	Date/s
A1 3	First Floor Plan	Jefferson Robinson Architects	6/7/2017
A1 5	West Elevations and Sections	Jefferson Robinson Architects	6/7/2017
A1 4	North, South, East and South East Elevations	Jefferson Robinson Architects	6/7/2017
A1 1	Site Plan	Jefferson Robinson Architects	6/7/2017

	Statement of Environmental Effects	Plansight Pty Ltd	December 2016
--	------------------------------------	-------------------	---------------

as stamped by the Snowy Monaro Regional Council and attached to this Notice, except where amended by the following conditions of consent (and as amended in red by Council):

Inconsistency between documents

2. In the event of any inconsistency between conditions of this consent and the drawings/documents referred to above, the conditions of this consent prevail.

Prescribed Conditions

3. The developer shall comply with any relevant prescribed conditions of development consent under clause 98 of the Environmental Planning and Assessment Regulation. For the purposes of section 80A(11) of the Environmental Planning and Assessment Act, the following conditions are prescribed in relation to a development consent for development that involves any building work:

- The work must be carried out in accordance with the requirements of the Building Code of Australia
- Residential building work within the meaning of the [Home Building Act 1989](#) must not be carried out unless the principal certifying authority for the development to which the work relates (not being the council) has given the council written notice of the following information:

In the case of work for which a **principal contractor** is required to be appointed:

- (i) the name and licence number of the principal contractor, and
- (ii) the name of the insurer by which the work is insured under Part 6 of that Act,

In the case of work to be done by an **owner-builder**:

- (i) the name of the owner-builder, and
- (ii) if the owner-builder is required to hold an owner-builder permit under that Act, the number of the owner-builder permit.

If arrangements for doing the residential building work are changed while the work is in progress so that the information notified above becomes out of date, further work must not be carried out unless the principal certifying authority for the development to which the work relates (not being the council) has given the council written notice of the updated information.

- A sign must be erected in a prominent position on any site on which building work, subdivision work or demolition work is being carried out:
 - (a) showing the name, address and telephone number of the principal certifying authority for the work, and
 - (b) showing the name of the principal contractor (if any) for any building work and a telephone number on which that person may be contacted outside working hours, and
 - (c) stating that unauthorised entry to the work site is prohibited.

Any such sign is to be maintained while the building work, subdivision work or demolition work is being carried out, but must be removed when the work has been completed.

OTHER APPROVALS

Separate Section 138 Permit – Roads Act 1993

4. Notwithstanding the issue of this development consent, separate consent from Council under Section 138 of the Roads Act 1993, must be obtained prior to any works taking place on a public road including the construction of a new driveway access (or modification of access) and prior to the issue of either an interim occupancy certificate or a final occupancy certificate. Applications for consent under Section 138 must be submitted on Council's standard application form and be accompanied by the required attachments and prescribed fee.

Sewer and Water Connection to Councils Mains

5. The developer shall make arrangements with Council (via S68 Ancillary Application with payment of associated fees) for the connection of the development Council's water and sewer mains.

Internal Plumbing and Drainage - Approval to Carry Out Stormwater, Water Supply and Sewerage Works

6. Notwithstanding the issue of this development consent, separate approval from council under Section 68 of the Local Government Act 1993 must be obtained prior to commencement internal plumbing and drainage works relating to stormwater, water supply or sewerage works within the property boundary. In this regard, a S68 Application to Carry Out Stormwater, Water Supply and Sewerage Works must be submitted on councils standard application form and be accompanied by the required attachments and prescribed fee, prior to release of the Construction Certificate.

PRIOR TO RELEASE OF CONSTRUCTION CERTIFICATE

Monetary Contributions

7. Pursuant to Section 94 of the Environmental Planning and Assessment Act, 1979 and Council's adopted Contributions plans, the following contributions apply to the development: The developer must, pursuant to Section 94 of the Environmental Planning and Assessment Act, 1979 and Council's Contributions Plans, pay to Council the above monetary contributions. The contributions are to be paid prior to release of the Construction Certificate.

Jindabyne Area Shared Trails	\$351.00
Community Services and Facilities	\$331.00
Regional Waste	\$398.00
Bushfire Services	\$97.00
Open Space and Public Art	\$100.00
Sports field and Recreation Facilities	\$55.00
Jindabyne Area Shared Pathways	\$18.00
Total	\$1350.00

Note: The above-specified Contribution Plans may be inspected at Council's Department of Environmental Services offices at Berridale and Jindabyne. The contributions stated in this consent are calculated on the basis of the s94 contribution rates determined in accordance with plan in force on the date of this consent. If the contributions are not paid within the quarter in which the consent is granted, they may be subject to an increase by CPI.

The above contributions are based on an additional, one bedroom residential unit (0.57 of an ET)

Certificate of Compliance under the s307 of the Water Management Act 2000

8. A construction certificate must not be issued until the developer obtains a certificate of compliance under s307 of the Water Management Act 2000 from the Council (the Water Supply Authority).

Note - This condition relates to the payment of Sewer and Water Contributions for information regarding the certificate of compliance please contact Councils Department of Water and Waste Services.

PRIOR TO THE COMMENCEMENT OF WORKS

Construction Certificate

9. The developer is to ensure no site works, construction or building works are to commence without first obtaining a Construction Certificate.

Appointment of Principal Certifying Authority and Notice of Commencement

10. At least 48 hours prior to the commencement of any works on the site, a

“Notice of Commencement of Work and Appointment of PCA Form” will be submitted to Council. This includes that prior to the commencement of works the Applicant will submit to Council:

- (a) A construction certificate for the building work which has been issued by the Certifying Authority (i.e. Council or Accredited Certifier); and,
- (b) Evidence that the person having the benefit of the development consent has:
 - i) Appointed a Principal Certifying Authority (PCA) and notified Council in writing of the appointment, irrespective of whether Council or an accredited private certifier is appointed;
 - ii) notified the PCA that the person will carry out the building work as an owner-builder, if that is the case; and,
- (c) Evidence that the principal PCA has, no later than 2 days before the building work commences:
 - i) notified the consent authority and the Council of his or her appointment, and;
 - ii) notified the person having the benefit of the development consent of any critical stage inspections and other inspections that are to be carried out in respect of the building work; and,
- (d) Evidence that the person having the benefit of the development consent, if not carrying out the work as an owner-builder has:
 - i) notified the Certifying Authority (i.e. Council or Accredited Certifier) of any such appointment; and,
 - ii) unless that person is the principal contractor, notified the principal contractor of any critical state inspection and other inspections that are to be carried out in respect of the building work.

Residential Building Work – Compliance with the Requirements of the Home Building Act 1989

11. Building work involving residential building work within the meaning of the Home Building Act 1989 must not be carried out unless the Principal Certifying Authority for the development to which the work relates

- (a) in the case of work to be done by a licensee under that Act:
 - i) has been informed in writing of the licensee’s name, contractor license number and contact address details (in the case of building work undertaken by a contractor under the Home Building Act 1989); and
 - ii) is satisfied that the licensee has complied with the requirements of Part 6 of the Home Building Act 1989; or
- (b) in the case of work to be done by any other person:

- i) has been informed in writing of the persons name, contact address details and owner-builder permit number; and
- ii) has been given a declaration signed by the property owner(s) of the land that states that the reasonable market cost of the labour and materials involved in the work is less than the amount prescribed for the purposes of the definition of owner-builder work in Section 29 of the Home Building Act 1989 and is given appropriate information and declarations under paragraphs (a) and (b) whenever arrangements for the doing of the work are changed in such a manner as to render out of date any information or declaration previously given under either of those paragraphs.

Note: A certificate issued by an approved insurer under Part 6 of the Home Building Act 1989 that states that the specific person or licensed contractor is the holder of an insurance policy issued for the purposes of that Part of the Act is, for the purposes of this condition, sufficient evidence that the person has complied with the requirements of that Part of the Act.

Easements

12. The developer must ensure that the foundations of any structure are so constructed that they do not bear within the 'Zone of Influence' of the soils around Council's services. The applicant must submit detailed Engineering plans for all structures proposed to be constructed adjacent to an easement to verify that the foundation loads are outside the Zone of Influence'.

Temporary Benchmark

13. The developer shall ensure that a temporary benchmark is established on-site or adjacent to the site in a position clear of any of the proposed works. All levels for the site including driveway long-sections, building floor levels, and any other level relevant to the project are related back to the benchmark datum.

Construction Management Plan

14. Prior to the commencement of any works on the site, a Construction Management Plan will be submitted to and approved by the PCA. The Plan will address, but not be limited to, the following matters where relevant:
 - (a) hours of work;
 - (b) contact details of site manager;
 - (c) traffic management
 - (d) noise and vibration management
 - (e) waste management
 - (f) erosion and sediment control
 - (g) flora and fauna management; and,

the Applicant will submit a copy of the approved plan to the Department and Council.

Site Notice

15. Before commencement of any work, a sign must be erected in a prominent, visible position:
- (a) stating that unauthorised entry to the work site is not permitted;
 - (b) showing the name, address and telephone number of the Principal Certifying Authority for the work; and
 - (c) showing the name and address of the principal contractor in charge of the work site and a telephone number at which that person can be contacted at any time for business purposes.

This sign shall be maintained while the work is being carried out and removed upon the completion of the construction works.

Temporary Sanitary Facilities

16. Toilet facilities are to be provided at or in the vicinity of the work site on which work involved in the erection or demolition of a building is being carried out at the rate of one toilet for every 20 persons or part of 20 persons employed at the site.

Each toilet provided must be:

- (a) a standard flushing toilet; and
- (b) connected to either: an accredited sewage management facility or an approved chemical closet.

The toilet facilities shall be provided on-site, prior to the commencement of any works.

Enclosure of the Site

17. The site must be enclosed with a suitable security fence to prohibit unauthorised access, to be approved by the Principal Certifying Authority. No building work is to commence until the fence is erected.

Termite Control

18. Prior to the commencement of works, the Applicant will submit to the satisfaction of the PCA (i.e. Council or Private Certifier) documentation

confirming the building will be protected from termite attack in accordance with the provisions of Australian Standard AS 3660.1. The submitted documentation will include:

- (a) details of the proposed methods to be used; and
- (b) certification of works performed;

19. A durable notice must be permanently fixed to the building in a prominent location, such as in the electrical meter box indicating:

- (a) the method of protection;
- (b) the date of installation;
- (c) where a chemical barrier is used, its life expectancy as listed on the National
- (d) Registration Authority label; and.
- (e) the need to maintain and inspect the system on a regular basis.

NOTE: Under slab chemical treatment will not be permitted as the only method of treatment unless the area can be retreated without major disruption to the building.

Master Water Meter

20. The developer shall ensure that a master water meter and backflow prevention device is provided to the property prior to commencement of works on-site.

DURING WORKS

Approved Plans to be On-site

21. A copy of the approved and certified plans, specifications and documents incorporating conditions of approval and certification will be kept on the site at all times during construction and will be readily available for perusal by any officer of the Council or the PCA.

Erosion & Sediment Control

22. The developer is to ensure that where site works are undertaken including all excavations, land clearing and materials storage, all topsoil that is removed is stripped and stockpiled in an appropriate location for future revegetation works. The stockpiled area is to be encircled by a geofabric filter fence.

23. The developer is to ensure that erosion and siltation control measures are installed and maintained on the site for the entire length of the construction project. Erosion control measures are to include the placement of hay bales staked in the ground or the erection of geofabric filter fencing at the bottom of

all areas where cut and fill is carried out and within any existing drainage areas from those cut and fill areas. These control measures are to be in accordance with the requirements of the consent authority and best management practices as outlined in the NSW Department of Housing "Soils and Construction, Managing Urban Stormwater 4th Edition, March 2004 – the Blue Book".

24. The developer shall ensure that erosion and siltation control measures shall be undertaken in accordance with the approved *Erosion and Sediment Control Plan* in respect to any part of the land where the natural surface is disturbed or earthworks are carried out.

All-weather Access

25. An all-weather stabilised access point must be provided to the site to prevent sediment leaving the site as a result of vehicular movement. Vehicular movement should be limited to this single accessway.

Public Property

26. The developer shall ensure that no trees on public property (footpaths, roads, reserves, etc.) are removed or damaged during works including the erection of any fences, hoardings or other temporary works.

Protection of Trees

27. All street trees will be protected at all times during construction. Any tree on the footpath, which is damaged or removed during construction, will be replaced, to the satisfaction of Council.
28. All protected trees on the site that are not approved for removal are to be suitably protected by way of tree guards, barriers or other measures as necessary are to be provided to protect root system, trunk and branches, during construction.

Site Management

29. The developer is to ensure that all builder' sheds, including temporary sanitary closets, must at all times be:
- (a) located wholly within the site;
 - (b) properly constructed and maintained to industry standards;
 - (c) securely anchored to the ground, and
 - (d) removed upon completion of the project.

Trade Waste

30. (a) The applicant must provide an adequate trade waste service to ensure that all waste material is contained, and removed from the site for the period of construction
- (b) Building materials used in the construction of the building are not to be deposited or stored on Council's footpath or road reserve, unless prior approval is obtained from Council.
- (c) The burning of builders waste on site by open fire is prohibited.

Public Liability

31. Where the construction work is on or adjacent to public roads, parks or drainage reserves, the applicant will provide and maintain all warning signs, lights barriers and fencing in accordance with AS1742-1991. The applicant will be adequately insured against Public Risk Liability and will be responsible for any claims arising from these works.

Use of Power Tools - Residential and Village Areas

32. The developer is to ensure that work on the development site by all persons using power tools and equipment is limited to the following hours:
- | | |
|-----------|------------------|
| Mon - Fri | 7.00am to 6.00pm |
| Saturday | 8.00am to 5.00pm |
- No work to occur on Sundays or Public Holidays

Inspection Notification

33. The Principal Certifying Authority (PCA) (i.e. Council or Private Certifier) is to be given a minimum of 48 hours notice prior to any critical stage inspection or any other inspection nominated by the PCA via the notice under Section 81A of the Environmental Planning and Assessment Act 1979.

Public Access and Site Security

34. It is the responsibility of the applicant to restrict public access to the building site, building works or materials or equipment on the site when building work is not in progress or the site is otherwise unoccupied. In this regard, the developer must ensure that perimeter fencing is provided for all construction sites in accordance with Work Health and Safety Regulation 2011.

Excavation

35. The developer is to ensure that at all times all excavations and backfilling associated with the development is executed safely and in accordance with professional standards.

36. The developer is to ensure that all excavations are properly guarded and protected at all times to prevent them from being a danger to life or property.
37. The developer is to ensure that if an excavation associated with the development extends below the level of the base of the footings of a building on an adjoining allotment of land, the person causing the excavation to be made must:
- (a) preserve and protect the adjoining building from damage, and if necessary, underpin and support the building in an approved manner; and
 - (b) at least 7 days before excavating below the level of the base of the footings of a building on an adjoining allotment of land, give notice of intention to do so to the owner of the adjoining allotment of land and furnish particulars of the excavation to the owner of the building being erected or demolished.
38. The owner of the adjoining allotment of land is not liable for any part of the cost of the work carried out for the purposes of this clause, whether carried out on the allotment of land being excavated or on the adjoining allotment of land.

An **allotment of land** includes a public road and any other public place.

39. The developer is to ensure that the toe of any embankment to a site excavation is a minimum 900mm from the external walls and graded to drain all surface water away from the building. The ground level adjacent to the building is to be no less than 150mm below the top of the reinforced concrete floor slab.

Plumbing & Draining

40. The developer is to ensure that prior to any plumbing work being commenced the licensed plumber / drainer must lodge with Council a Notice of Work two (2) working days prior to commencement of the work. AND
Prior to covering any new Plumbing & Drainage work arrange for the work to be inspected by Council Officers by phoning the Jindabyne Council Office on 02 64511550 and paying the appropriate inspection fee. (An additional inspection fee will apply for all work required to be re-inspected) AND
Within two (2) working days of the final inspection being completed the Licensed Plumber & Drainer is to provide to the Council and the property owner:- A Certificate of Compliance to AS3500. A sewer service diagram.

Notes:- The Plumbing and Drainage Act 2011 has substantial fines for non-compliance

41. All plumbing and drainage work is to be installed by a Licensed Plumber & Drainer in accordance with the Australian Standard 3500 and the provisions of

the Plumbing and Drainage Act 2011 and BASIX requirements.

42. The developer shall ensure that a licensed plumber and drainer undertakes the connection to Council sewer system. The sewer riser is to be flush with the finished surface levels of the land and provided with a cap and concrete collar.

Hot Water Installation

43. All new heated water installations shall deliver heated water at the outlet of sanitary fixtures used primarily for personal hygiene purposes at a temperature not exceeding:-

(a) 45°C for aged, the sick, children or people with disabilities in healthcare or aged care buildings, early childcare centres, primary & secondary schools & nursing homes or similar facilities for the aged, the sick, children or people with disabilities, and

(b) 50°C for all other situations.

A certificate certifying compliance with the above is to be submitted by the licensed plumber on completion of the works.

Material Storage

44. (a) The surrounding road carriageways are to be kept clean of any material carried onto the roadway by construction vehicles. Any work carried out by Council to remove material from the roadway will be at the applicant's expense.

(b) Building materials used in the construction of the building are not to be deposited or stored on Council's footpath or road reserve unless prior approval is obtained from Council.

Dust Control Measures

45. Adequate measures will be taken to prevent dust from affecting the amenity of the neighbourhood during construction. In particular, the following measures must be adopted:

(a) Physical barriers will be erected at right angles to the prevailing wind direction or will be placed around or over dust sources to prevent wind or activity from generating dust emissions,

(b) Earthworks and scheduling activities will be managed to coincide with the next stage of development to minimise the amount of time the site is left cut or exposed,

(c) All materials will be stored or stockpiled at the best locations,

(d) The surface should be dampened slightly to prevent dust from becoming

- airborne but should not be wet to the extent that run-off occurs,
- (e) All vehicles carrying spoil or rubble to or from the site will at all times be covered to prevent the escape of dust or other material,
 - (f) All equipment wheels will be washed before exiting the site using manual or automated sprayers and drive-through washing bays,
 - (g) Gates will be closed between vehicle movements and will be fitted with shade cloth, and
 - (h) Cleaning of footpaths and roadways will be carried out regularly.

Retaining Walls

46. All retaining walls in excess of 1.0 metres in height must be certified by a qualified structural engineer. In this regard, a engineer must also verify the structural integrity of the retaining wall after construction and a copy of this certification is provided to Council prior to release of Occupancy Certificate.

Car Park Runoff

47. All surface water collected from hard stand parking areas to be directed to Council approved pre-treatment facilities before discharge to approved discharge locations. Stormwater from covered or enclosed car park areas will not be discharged to the public sewer unless approved treatment facilities have been provided. Details are to be submitted to and approved by the Director, Environmental Services prior to installation.

Revegetation Works

48. The developer is to ensure that at the completion of site works the following landscaping works are carried out:
- (a) topsoil is spread over all disturbed areas* with priority given to cut and fill batters;
 - (b) all disturbed areas* are re-vegetated using drylands grass mix with a complete fertiliser;
 - (c) all disturbed areas* are to be weed free hay mulched. The hay mulching is to be undertaken by a suitable contractor in accordance with Snowy River Development Control Plan 1998 – Circular R3 Revegetation works.

(* including all footpath areas and adjoining properties where applicable)

Water Supply for 2 or 3 Residential Units

49. The developer shall make arrangements with Council (via S68 Ancillary Application) for the provision of a 25 mm water service to the site with water meter, gate valve and approved backflow prevention device and separate 20 mm metered services to each residential unit.

As an alternative, the developer may make arrangements with Council for the provision of separate 20 mm water services to each unit with water meter, gate valve and approved backflow prevention device on each service.

Sewerage and water connection

50. The developer shall make arrangements with Council (via S68 Ancillary Application) for the connection of the development to Council's sewerage system.

The development shall be provided with a separate metered water service from Council's water reticulation system and a separate connection to Council's sewerage system.

The Developer, at no cost to Council, shall extend Council's gravity sewerage reticulation main in conformity with the standards set out in Council's Development Design and Construction Specifications from either

1. Council's gravity sewerage main at a location between Council's Sewage Pump Station TYSPS 2 and Manhole A1 or
2. Council's existing sewer manhole 4B within Lot 56, DP 830752 and obtain a sewer easement within Lot 56, DP 830752 in favour of Council and with the agreement of the owner of Lot 56, DP 830752. Should this option be taken, a Section 88B instrument shall establish a suitable easement of not less than 3.0 metres wide in favour of Council to contain the sewer main and manhole(s) within any lots constructed to service the development.

Applications for water and sewer services should be made to Council's Water and Waste Water Section, together with payment of the relevant fees.

PRIOR TO OCCUPATION OR COMMENCEMENT OF USE

Occupation Certificates

51. An Occupation Certificate must be issued by the Principal Certifying Authority prior to occupation or use of the development. In issuing an Occupation Certificate, the Principal Certifying Authority must be satisfied that the requirements of Section 109H of the Environmental Planning and Assessment Act 1997 have been complied with as well as all of the conditions of the Development Consent.

BASIX Certificate

52. A BASIX certificate is to be submitted with the application for occupation certificate (For complying development, this is the BASIX Certificate applicable when the complying development certificate was issued. For DA development,

this is the BASIX Certificate applicable when the construction certificate was granted). It is noted that the certifying authority must not issue the occupation certificate unless satisfied that specified BASIX commitments have been complied with.

Landscaping Plan

53. The developer shall ensure that landscaping of the site is carried out in accordance with the approved *Landscaping Plan* prior to issue of the Final Occupation Certificate.

Road Damage

54. The cost of repairing any damage caused to Council or other Public Authority's assets in the vicinity of the subject site as a result of construction works associated with the approved development, is to be repaired to the satisfaction of the Director of Technical Services and Operations and to be met in full by the applicant prior to the issue of an Occupation Certificate.

USE OF SITE

Stormwater Management Plan

55. The developer shall ensure that all on-site stormwater is treated in accordance with the approved Stormwater Management Plan and BASIX Certificate.

Roof Water

56. The developer shall ensure that all stormwater is directed from the roof to rainwater storage tanks.

Driveway Run-off

57. The developer shall ensure that all run-off from driveway is diverted in accordance with the approved Stormwater Management Plan.

Hard Surface Run-off

58. Stormwater run-off from driveways and car parks is to be diverted through landscaped areas to provide pollutant reduction and detention, before being discharged to the street drainage system. Alternatively, porous paving can be used instead of concrete where conditions are appropriate.

Tank Overflow

59. Tank overflow is to be connected to a retention/infiltration device, swale,

appropriate landscaping or directly to the road drainage system such that it does not cause nuisance to neighbouring properties.

Finished Drainage System

60. The developer is to submit two copies of the finished internal storm water drainage system to Council prior to the release of the Final Occupancy Certificate. The developer must ensure that the internal stormwater drainage details include:

- (a) a silt arrestor / surcharge pit within and adjacent to the property boundary;
- (b) details of the point of discharge; and
- (c) method of connection to Council's storm water drainage system.

Rainwater Tanks

61. All fixtures connected to the supply system are marked 'RAINWATER'.

62. The developer shall ensure that rainwater tanks are de-sludged every three years.

63. For Non Charged Systems

The developer shall ensure that rainwater tanks are fitted with a first flush device and filter sock to prevent potential contaminants from entering the tank.

Or

For Charged Systems

The developer shall ensure that the charged line has a flush out drain point.

64. The developer shall ensure that rainwater tanks are fitted with the following:

- a) Impervious covers and all access points, except for inlet and overflow, are fitted with close fitting lids.
- b) The inlet and overflow shall incorporate a mesh covering and/or strainer.

65. The tank is enclosed and inlets screened, so as to prevent the entry of foreign matter and to prevent mosquito breeding.

66. The developer shall ensure that the roof catchment area is kept clear of overhanging vegetation.

67. Pumps are to be covered or screened to avoid noise nuisances to neighbouring properties.

68. The developer shall ensure that all storm water that is not collected by the tank is directed away from tank foundations, buildings or other structures onto gardens or into rubble pits or directly to the road drainage system such that it does not cause nuisance to neighbouring properties.

Rainwater Tanks – Mains Top Up

69. The developer shall ensure that each tank is fitted with:
- (a) an automatic mains water top up or bypass system via a float switch to ensure water supply during prolonged dry periods. Top up systems should not be triggered until the tank is at least 80% empty (ie to keep the tank water level at approximately 900 litres or less in a 4,500 litre tank).
 - (b) A backflow prevention device in accordance with *Australian Standard AS 3500.1.2* (1998).
 - (c) a first flush device and filter sock to prevent potential contaminants from entering the tank.

Garbage Disposal – Residential

70. The developer shall ensure that a 240-litre capacity wheeled garbage bin and a 360 litre recycling bin of a type provided by Council must be provided for each dwelling.

Note - to arrange for the provision of bins for the development please contact Councils Berridale office on (02) 6451 1195.

Maintenance of Garbage Bins

71. The developer shall ensure that the garbage bin/s are:
- (a) maintained in good order and healthy state at all times; and
 - (b) only for the purpose of storage and collection of garbage.

Hard Surface Driveway

72. The developer shall ensure that to help prevent scouring of the site, the proposed driveway is either paved or sealed.

Driveway Design

73. The developer shall ensure that the proposed driveway has:
- (a) a gradient not exceeding 16%;
 - (b) changes in gradient not exceeding 6.7%; and

- (c) a length per change of gradient of not less than 4 metres.

Driveway Design at Property Boundary

74. The developer shall ensure that the level of the driveway at the property boundary is to be +3% above the adjacent top of kerb (that is a +3% longitudinal gradient from the gutter to the property boundary) and conforms to the longitudinal gradient of the roadway.

Vehicular Entrance (Urban)

75. The developer shall construct a concrete paved vehicular footpath crossing between the kerb and gutter and the property boundary in conformity with Council's standard drawing No. SD2c and SD80a.

Formwork and reinforcing for the vehicular footpath crossing shall be inspected by the Council's Development Engineer or his delegate prior to the pouring of concrete. Arrangements for inspections can be made by telephoning (02) 6451 1195 during office hours. Inspection fees are payable for these inspections.

Off-Street Car Parking

76. The developer is to ensure that a minimum of three (3) car parking spaces are provided on-site for this development in accordance with the approved Site Plan and Council's DCP Circular C1 – Off-street Carparking. The car parking spaces must:

- (a) each be a minimum of 5.5m long and 2.6m wide;
- (b) be clearly marked for use by occupants of each dwelling;
- (c) be surfaced; and
- (d) be accessible at all times.

External Finishes

77. The developer shall ensure that the colours and materials included in the development are those shown on the approved plans stamped and attached to this notice.

Note – this condition can be modified with the written approval of Council without the need for a formal modification of the consent under s96 of the EP&A Act 1979.

Amenity

78. The developer shall ensure that lighting of the premises is to be directed so as

not to cause nuisance to the owners or occupiers of adjoining premises or to motorists on adjoining or nearby roads.

Mail

79. The developer shall ensure that a clearly marked mailbox (or group of mailboxes) shall be provided within 500mm of the footpath alignment for premises at ground level, or adjacent to the main entrance to the development, where applicable.

Property Number

80. The developer shall attach to the front of the development the following house number that is clearly visible from the street frontage of the property:
Dwelling 1 – 1/3 (large dwelling)
Dwelling 2 – 2/3 (small dwelling)

Degree of Permanency

81. The development is occupied with a degree of permanency. In this regard, separate consent from Council is required to use the development for short term holiday accommodation.

The reasons for the imposition of the conditions are:

- 1 To minimise any likely adverse environmental impact of the proposed development.
- 2 To ensure the protection of the amenity and character of land adjoining and in the locality.
- 3 To ensure the proposed development satisfies the relevant statutory requirements.
- 4 To ensure the development does not conflict with the public interest.
- 5 To ensure development proceeds in accordance with approved plans.

Notes Relating to the Determination

1. This consent becomes effective and operates from the date shown as “**Endorsement Date**” on the front page of this notice. This consent will lapse 5 years from the date of commencement of consent, unless the development has physically commenced.
- 2 Section 82A of the *Environmental Planning and Assessment Act 1979* confers on an applicant who is dissatisfied with the determination of a consent authority a right to request the consent authority to review the determination. The request for review must be made within six (6) months after the date on which the applicant received the notice of determination and must be accompanied by the fee set by the Regulations; it does not

- apply to an application in respect of Designated Development or Integrated Development.
- 3 Section 97 of the *Environmental Planning and Assessment Act 1979* confers on an applicant who is dissatisfied with the determination of a consent authority a right of appeal to the Land and Environment Court exercisable within six (6) months from the date of receipt of this notice.
 - 4 Pursuant to *Snowy River Local Environmental Plan 2013*, no tree may be ringbarked, cut down, topped, lopped or wilfully destroyed except with the prior consent of Council which may be given subject to such conditions as Council considers appropriate. However, unless specified otherwise in this consent, those trees which are specifically designated to be removed on the plans approved under this consent or are within 3 metres of an approved building footprint may be removed, provided that a Construction Certificate has been issued for the development the subject of this consent and a Principal Certifying Authority appointed.
 - 5 In this consent the developer means the applicant for development consent and any person or corporation who carries out the development pursuant to that consent.
 - 6 The applicant is solely responsible for ensuring that all additional consents, permits and/or agreements are obtained from other authorities, as relevant.
 - 7 Headings are for convenience only and do not affect the interpretation of any condition of this development consent.

Signed on behalf of Joseph Vescio
General Manager
Snowy Monaro Regional Council

Signature: _____

Delegated Officer: **Naiomie McLeod**



STATEMENT OF ENVIRONMENTAL EFFECTS

3 Rainbow Drive East Jindabyne

Erection of dual occupancy development

Prepared for

B & P Lidster

3 Rainbow Drive East Jindabyne

STATEMENT OF ENVIRONMENTAL EFFECTS

Erection of dual occupancy development
No. 3 Rainbow Drive East Jindabyne
Lot 1 DP 1136429

C.F. Blyth MPIA CPP, Director



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December 2016
Docs/3RainbowSEE

3 Rainbow Drive East Jindabyne

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6.0 CONCLUSION

ANNEXURE 1: Reduced Drawings

ANNEXURE 2: Cl.4.6 variation request

3 Rainbow Drive East Jindabyne

1.0 INTRODUCTION & SUMMARY

This statement has been prepared to accompany a development application that proposes the demolition for the existing house on the site and the erection of a new two storey dwelling house on the subject site.

The application is accompanied by documents prepared by the following consultants:

- *Architectural plans of proposed development by Jefferson Robinson Architects;*
- *Site level & detail survey prepared by Map & Survey;*
- *Concept Stormwater design by Jefferson Robinson Architects;*
- *BASIX assessment by Eco Certificates;*

In summary the development can be seen as proposing an appropriate and contextual redevelopment of the site in scale with the surrounding environment which features numerous recently constructed two storey dwelling houses.

3 Rainbow Drive East Jindabyne

2.0 SITE LOCATION

The locality contains a variety of residential development including many large single and two storey single dwelling houses.



Fig 2. Immediate site and locality, (source six Maps)

The site is a large irregularly shaped parcel that abuts Rainbow Reserve at the termination of Rainbow Drive. Expansive views to Lake Jindabyne are available.

The site is known as Lot 1 in DP 1136429. It has an arc frontage of 21.255m and an area of 5792m². It is a vacant site with scattered trees and areas of grass.

3 Rainbow Drive East Jindabyne



Fig 1. View towards building site from adjacent to site entry

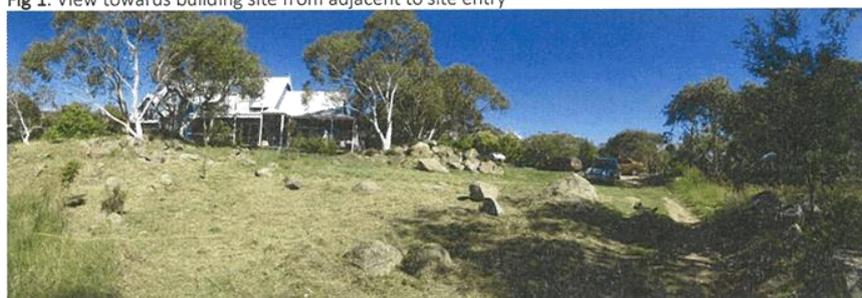


Fig 2. Looking from central part of building site to site entry from Rainbow Drive, No. 5 visible to left of photo

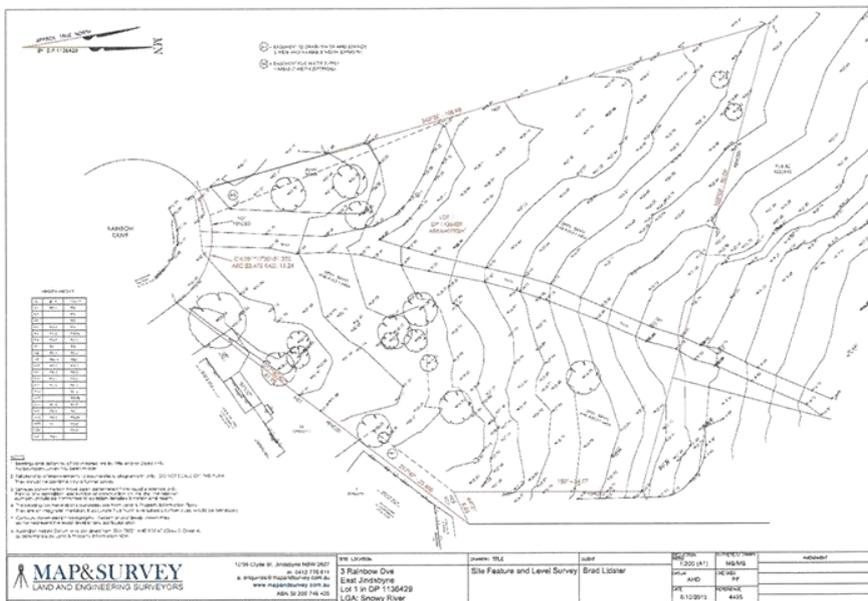


Fig. 3. Site detail survey

3 Rainbow Drive East Jindabyne

3.0 PLANNING FRAMEWORK

3.1 SEPP (Building Sustainability Index: BASIX) 2004

From the Department of Planning website:

"The SEPP ensures consistency in the implementation of BASIX throughout the State by overriding competing provisions in other environmental planning instruments and development control plans, and specifying that SEPP 1 does not apply in relation to any development standard arising under BASIX."

BASIX is utilised to make certain that in the design of homes, less water is used and that that less greenhouse gas emissions arise through the determination of energy and water reduction goals. The development has received complying scores for energy, thermal comfort and water. A copy of the certification accompanies the submission and is reproduced on the architectural drawings.

3.2 Snowy River LEP 2013

The LEP applies a zoning of E3 Environmental Management to the subject site. The E3 zone objectives are:

- To protect, manage and restore areas with special ecological, scientific, cultural or aesthetic values.
- To provide for a limited range of development that does not have an adverse effect on those values.
- To provide for a range of compatible rural land uses that do not have an adverse effect on the surrounding land uses or natural values and landscape setting of the area.
- To provide for high quality tourist development that is small scale, low impact and sympathetic to the unique landscape setting and scenic qualities of the area, including the approaches to Kosciuszko National Park.

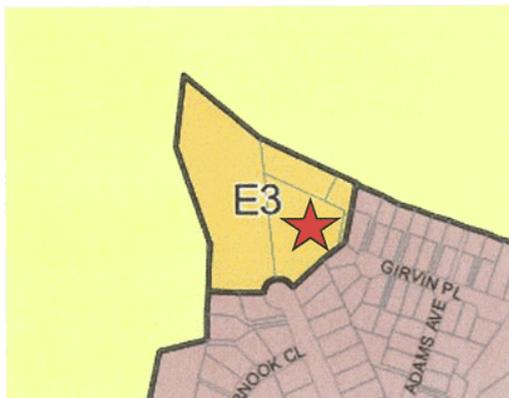


Fig 3. Extract LEP zoning map



Fig 4. Extract LEP Height of buildings map

3 Rainbow Drive East Jindabyne

Relevant controls include:

- *Cl.4.2D Erection of dwelling houses and dual occupancies on land in certain rural, residential and environment protection zones*
- *Cl.4.3 Height of buildings*
- *Cl.7.6 Development within the Lake Eucumbene and Lake Jindabyne scenic protection areas;*

3.3 Snowy River Shire Development Control Plan 2013

The Development Control Plan contains the detailed planning and development requirements for a variety of land uses within the Shire.

Chapter 5 of the DCP relates to residential development.

3.4 S.79C E.P. & A. Act 1979

S.79C contains the broad heads of consideration related to assessment of development proposals.

3 Rainbow Drive East Jindabyne

4.0 DEVELOPMENT PROPOSAL

The intent of this application is to gain consent for the erection of a dual occupancy development. The development is proposed to accommodate the following:

1. Main House

Ground Floor

- *Garages & car port;*
- *Entry foyer, drying room & laundry*
- *Lounge/living room with fireplace and decking;*
- *Secondary lounge with sink cupboard and decking;*
- *Kitchen and pantry;*
- *3 bedrooms, main with en suite;*
- *Study and bathroom;*
- *Guest bedroom;*
- *2 X Bathroom;*
- *Sunroom;*

First Floor

- *Loft retreat;*

2. Second Occupancy

- *Lounge room;*
- *Kitchen & pantry*
- *1 bedroom & sunroom;*
- *Bathroom*
- *Decking;*

The built form is broad and low in scale given the large site. It is balanced in proportion and utilises a contextual pitched metal roof, stone foundations, large expanses of glazing, shaded decking, steps and projections to create well articulated elevations with variety in materials and finishes.

The building is to be constructed with rendered walls, granite foundations and chimney and a colorbond steel roof. A conventional pitched roof is proposed.

The scale will respond positively to the site, location in relation to the lake and streetscape. The height is regarded as appropriate pursuant to the site context notwithstanding the LEP and also from a merit assessment.

3 Rainbow Drive East Jindabyne

5.0 Environmental Assessment

5.1 SEPP BASIX

The proposed dual occupancy has received complying or better target scores for energy efficiency as set out in the accompanying BASIX report prepared by Eco-Certificates Ltd.

5.2 Snowy River Local Environmental Plan 2013

The subject land is zoned E3 Environmental Management. Dual occupancy is a permissible use in the zone. The site is subject to complex height controls:

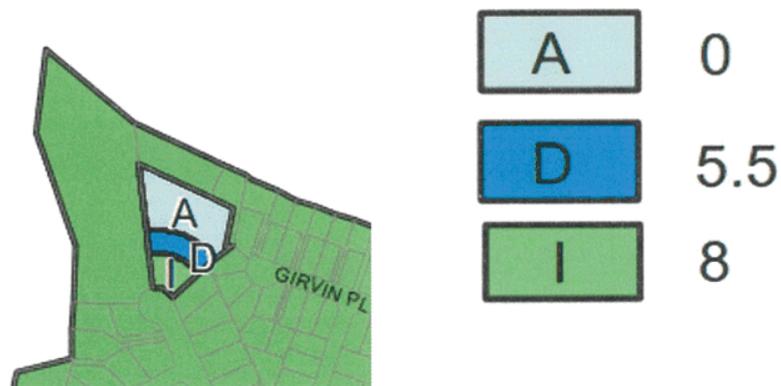


Fig 5. Extract Snowy River LEP 2013 Height of Buildings Map

A compliance table in relation to the zone objectives and standards of the LEP follows.

(i) Objectives E3 Zone

Objective	Response	Achieve?
<ul style="list-style-type: none"> To protect, manage and restore areas with special ecological, scientific, cultural or aesthetic values. 	The site is in a scenic protection area and will present appropriately with a high standard of design to the abutting park and to Lake Jindabyne	YES
<ul style="list-style-type: none"> To provide for a limited range of development that does not have an adverse effect on those values. 	The proposed dual occupancy is a permissible form of development in the zone and does not adversely affect the scenic values of the locality.	YES
<ul style="list-style-type: none"> To provide for a range of compatible rural land uses that do not have an adverse effect on the surrounding land uses or natural values and landscape setting of the area. 	n.a.	n.a.

3 Rainbow Drive East Jindabyne

<ul style="list-style-type: none"> To provide for high quality tourist development that is small scale, low impact and sympathetic to the unique landscape setting and scenic qualities of the area, including the approaches to Kosciuszko National Park. 	n.a.	n.a.
---	------	------

(ii) Controls

Issue	Required	Proposed	Compliance
Cl.4.3 Height of building	Site subject to 0m, 5.5m and 8m height radii	The proposal exceeds the control in part noting that strict compliance would be unreasonable given the height of abutting development, proximity to the lakefront and the applicable height controls. The proposed height also represents lesser impact on the neighbour.	NO* Cl 4.6 variation request enclosed
Cl.4.4 FSR	n.a.	n.a.	n.a.
Cl.4.2D Erection of dwelling houses and dual occupancies on land in certain rural, residential and environment protection zones	Lot size min 5000m ² Must (a) be no existing house or dual occ on the site or (b) otherwise DA refused or lapsed or (c) new DA for house or dul occ can replace existing house or dual occ.	Site measures 5,792m ² in area (a) No development exists on the site and there is no known record of any previous DA.	YES YES
Cl.5.9 Preservation of trees or vegetation	Consent required	Consent is sought for minor tree removal as part of the application as noted on the site plan drawing.	YES
Cl.7.2 Terrestrial Biodiversity	The objective of this clause is to maintain terrestrial biodiversity by: (a) protecting native fauna and flora, and (b) protecting the ecological processes necessary for their continued existence, and (c) encouraging the conservation and recovery of native fauna and flora and their habitats.	The proposal will remove some vegetation from the site (as indicated on the site plan drawing) noting that the building footprint has been chosen to minimise tree and vegetation removal. There is no evidence that the development of the site will have an adverse impact on any habitat or endangered community nor is any such community mapped on the site.	YES

3 Rainbow Drive East Jindabyne

Cl.7.6 Scenic Protection Area	(a) the visual impact of the development when viewed from the relevant lake	The building has been designed with a high degree of architectural skill to produce a building that is ‘rambling’ but highly articulated. It presents with a great degree of visual interest both in its form and proposed materials and finishes.	YES
	(b) whether the design and construction of any new buildings (including ancillary development) prevent any intrusion into the view from the lake and minimises any adverse impacts on the view from the lake and surrounding areas, and	The proposed development will present with visual interest when viewed from the Lake having a highly articulated form.	YES
	(c) the number, type and location of existing trees and shrubs that are to be retained and the extent of landscaping to be carried out on the site, and whether provision has been made for the planting of appropriate native species where the planting would visually screen the development.	Minor vegetation removal is proposed as indicated on the site plan. The development will also be screened by trees in the abutting reserve to the north and west of the site.	YES

It is clear that the proposal complies with the development controls and/or objectives of the LEP.

5.4 Snowy River Shire Development Control Plan 2013

5.4.1 Chapter 5 Residential Development

Control	Proposed	Compliance
Site Planning & Layout	<p>The proposed development has been located on the site to:</p> <ul style="list-style-type: none"> - minimise tree removal; - reduce height, scale and amenity impacts upon the closest neighbour; - to access views without unreasonable impact on neighbours <p>With respect to open space the site is 5,792m² in area and vast areas of north facing open space have been retained noting a very low FSR of .079:1. DCP criteria are easily achieved.</p>	YES

3 Rainbow Drive East Jindabyne

Car Parking & Access	Parking has been provided in proportion to the size of the site. The garaging facilities are at a significant distance from the street and will be landscape screened therefrom by use of the circular driveway system that allows for a landscape island within the middle of the driveway.	YES
Services & Site Facilities	The development has made adequate provision for the provision of site facilities including garbage, drying, storage and mail.	YES
Fencing & Ancillary Development	Provisions for fencing are noted and will be complied with. No outbuildings are proposed.	YES

F6 Tyrolean Village

It is unclear whether or not these provisions apply to the subject site as the DCP has no map included. In any event the proposal would comply with the included provisions and does not exhibit any non-compliance therewith.

It is apparent that the proposal achieves compliance with the objectives and provisions of the DCP.

5.6 S.79C Considerations

S.79C(1)(b) and (c) require assessment of:

(b) the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality;

The Following comments are made in relation to salient aspects of the proposal:

(i) Building Design

- *the proposed scale is sympathetic with the context, well-articulated and represents a good fit into the locality and similar (lesser) in scale and form to a number of recently constructed nearby buildings;*
- *the proposed development is interesting in its form and presentation utilising varied materials finishes and textures and will result in a visually interesting built form;*
- *no adverse privacy or acoustic impact arises;*

(ii) Sunlight Privacy and Views

- **Sunlight & privacy**

The impact on adjoining development with regard to these issues is not significant given the building to building relationships, large setbacks and low building height.

3 Rainbow Drive East Jindabyne

- **View Impact**

No issue of unreasonable view impact arise in relation to the proposal. See earlier comments in response to the DCP.

(iii) **Private Open Space and Landscaping**

The objectives, performance criteria and minimum standards in the DCP have been far exceeded in the design of the scheme and an appropriate result achieved.

(i) **Parking & Access**

Appropriate car parking facilities have been provided

(c) **the suitability of the site for the development;**

In response to these considerations it is concluded the proposal is appropriate and find as follows:

- *The form of the proposed development is well articulated and appropriate in the local environment with materials details and finishes that are suited to the context. The site is zoned for and suitable for the proposed purpose;*
- *The proposal achieves the objectives and/or controls of the provisions of the Snowy River LEP 2013 with a justifiable departure from the height control provisions;*
- *The proposed development achieves the intentions, objectives and controls of the Snowy River Shire DCP ;*
- *The proposal represents a development that will fit into the existing context and will present sympathetically in the streetscape, adjacent reserve and to Lake Jindabyne;*

It is thus concluded that the site is suitable for the proposed development.

3 Rainbow Drive East Jindabyne

6.0 Conclusion

It is concluded that the proposed redevelopment of the subject site No. 3 Rainbow drive East Jindabyne as a dual occupancy is appropriate as considered pursuant to the matters for consideration of S.79C of the EP&A Act 1979.

The development will result in the contextual and appropriate development of the site to produce a dual occupancy in conformity with the objectives and/or controls of Council's planning regime.

The resultant dwelling will contribute in an appropriate manner to the desired future character of the locality and neighbourhood.

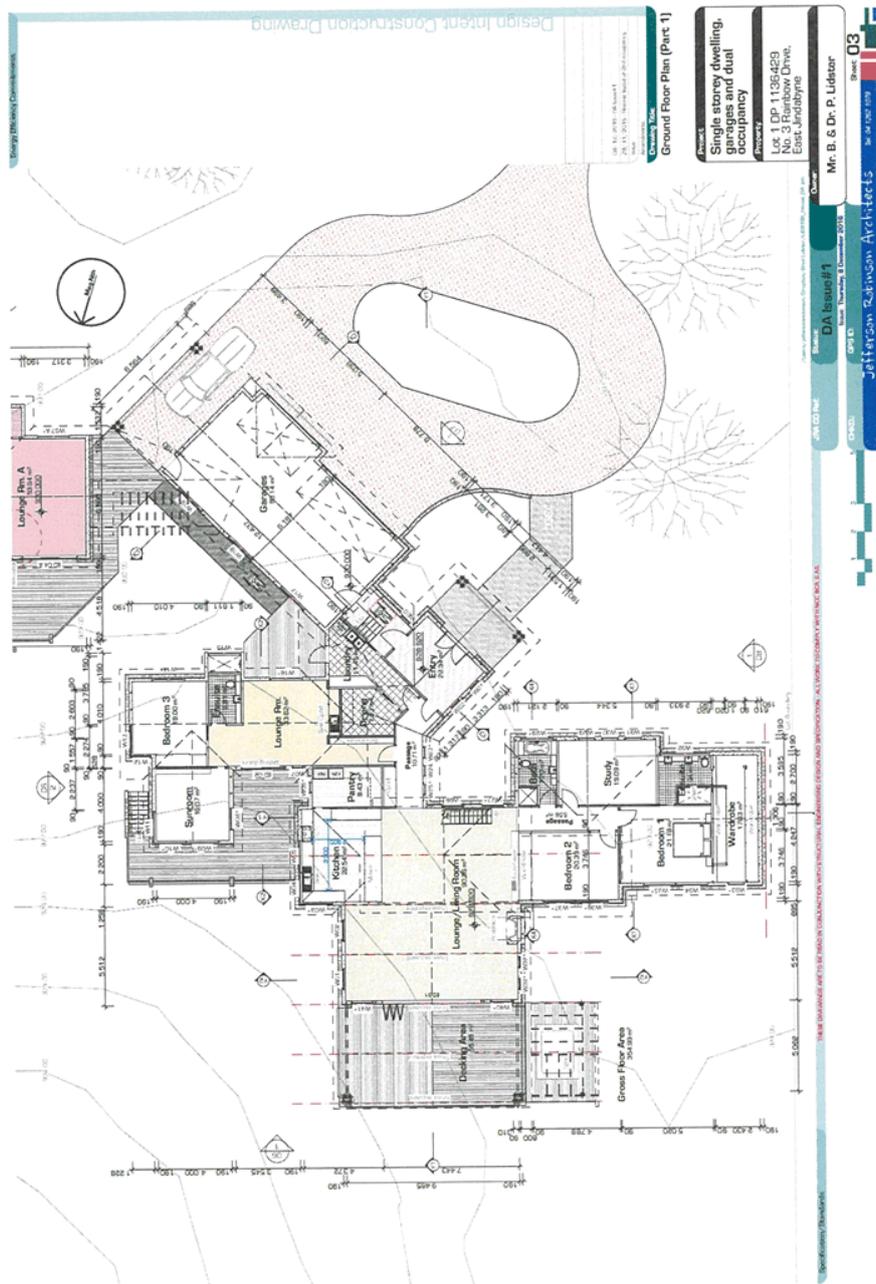
The proposal is supported and recommended for approval.

C.F.Blyth MPIA CPP Director
Plansight Pty Ltd
Docs/3RainbowSEE

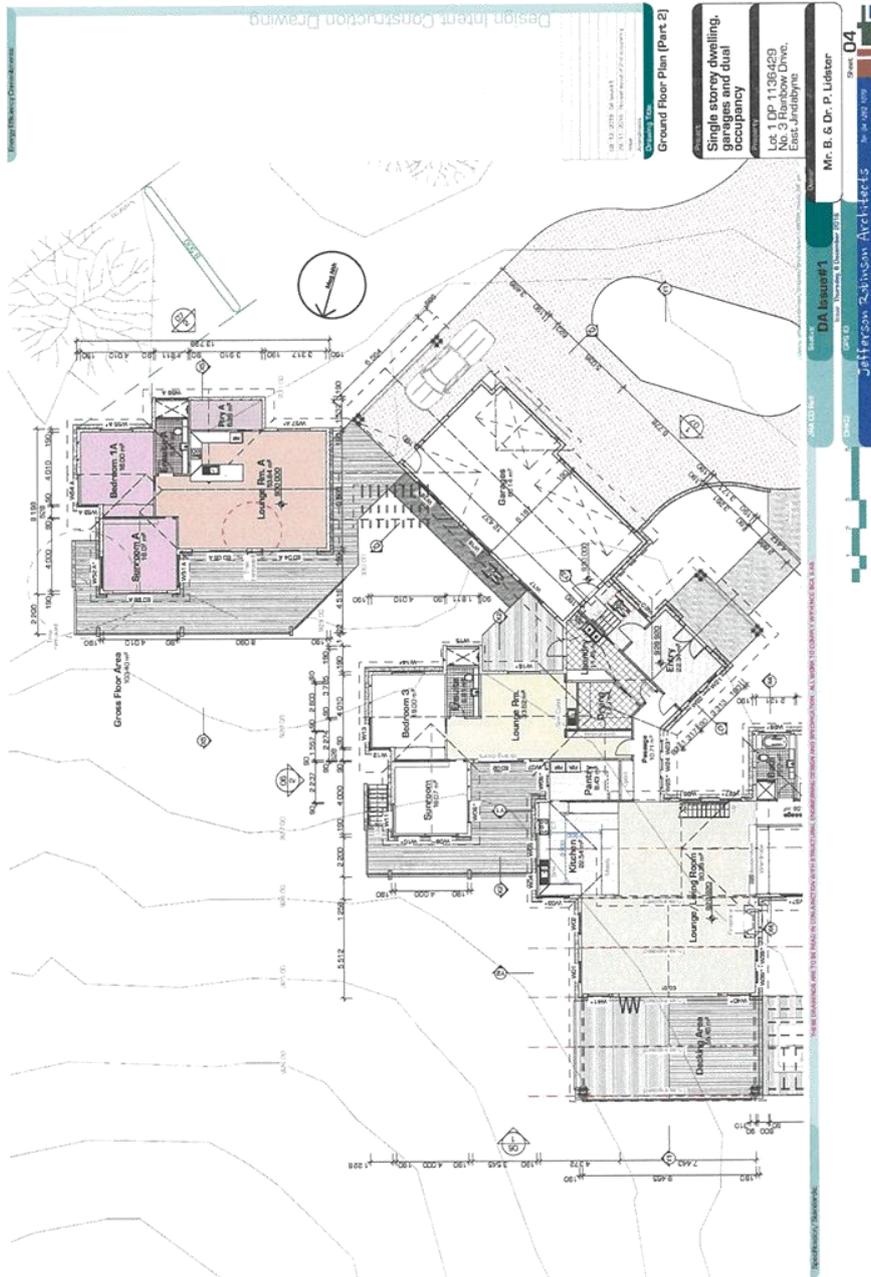
3 Rainbow Drive East Jindabyne

ANNEXURE 1

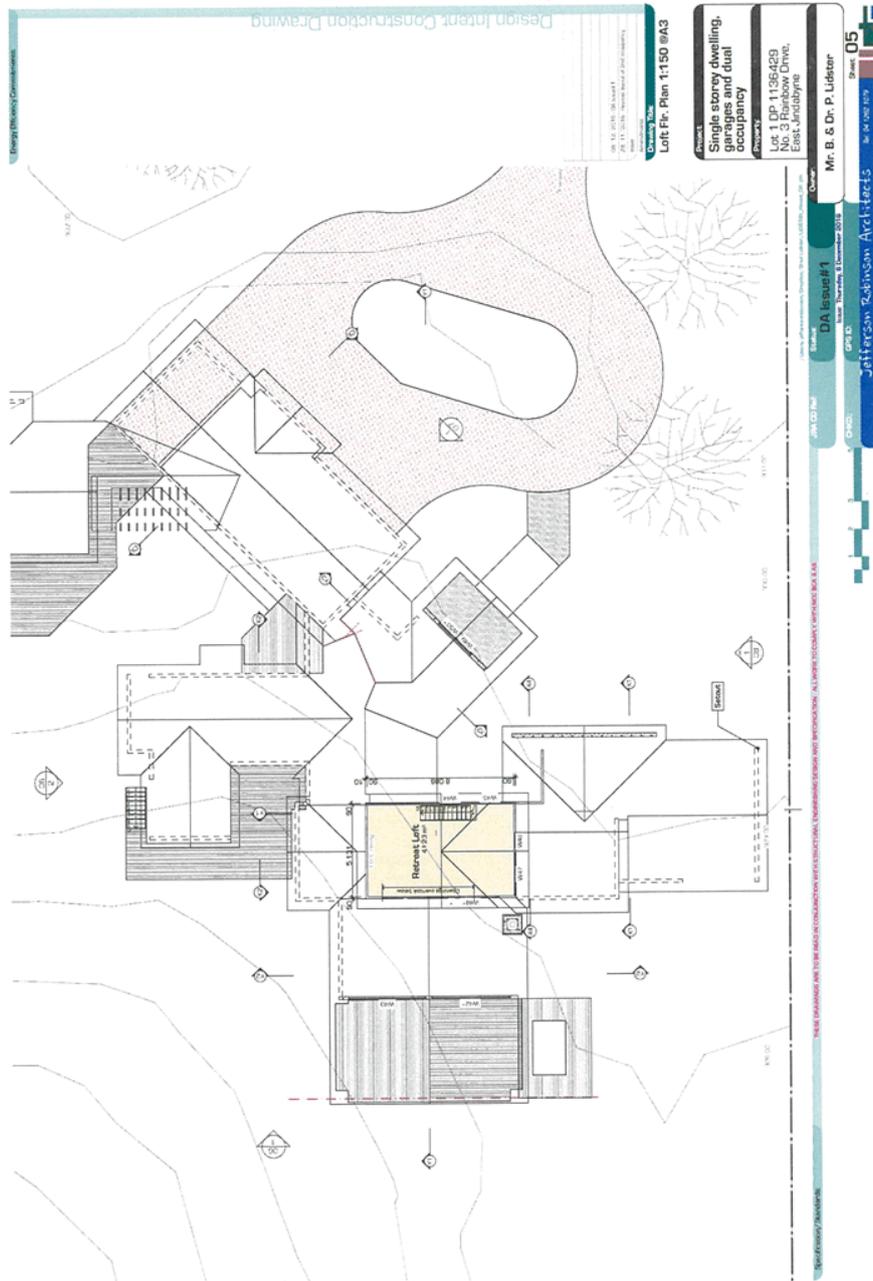
3 Rainbow Drive East Jindabyne



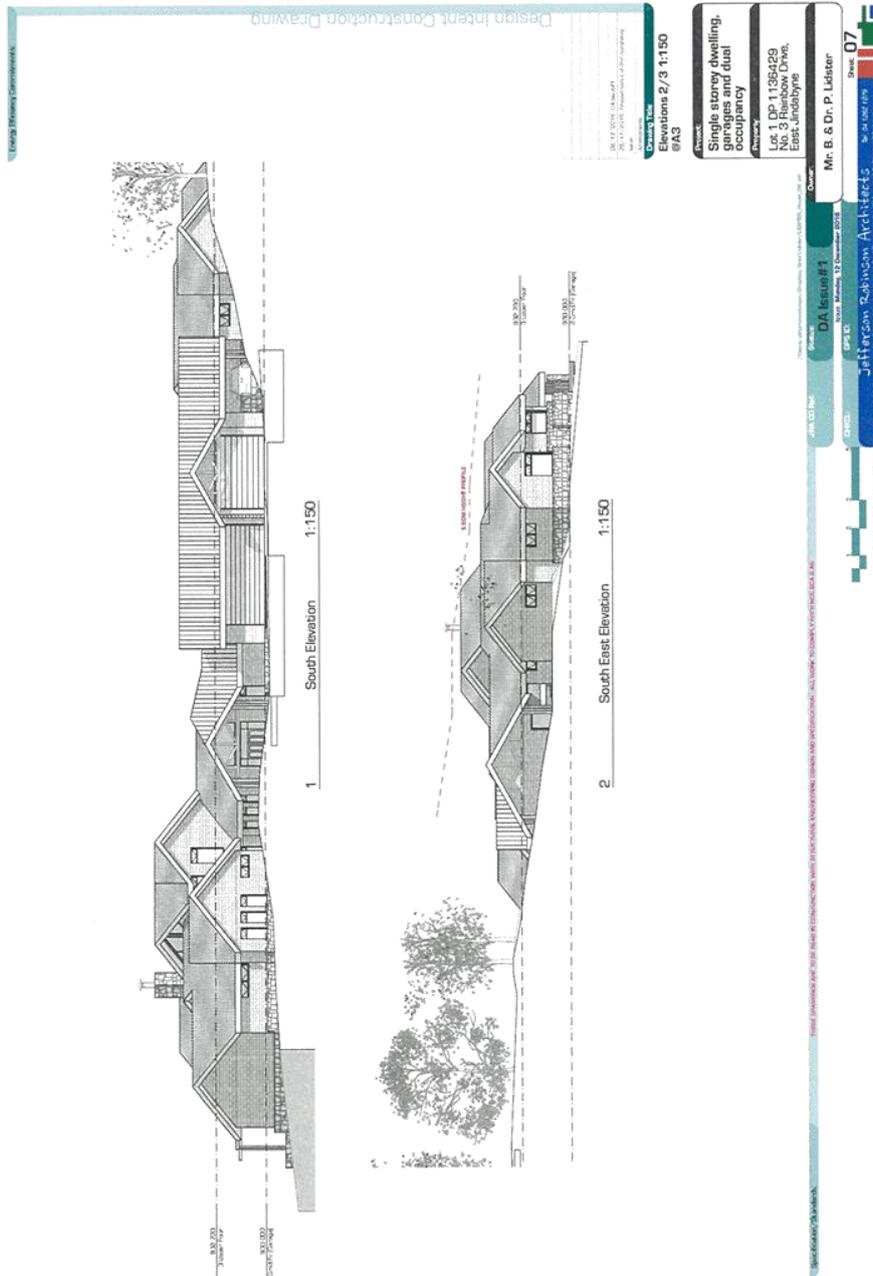
3 Rainbow Drive East Jindabyne



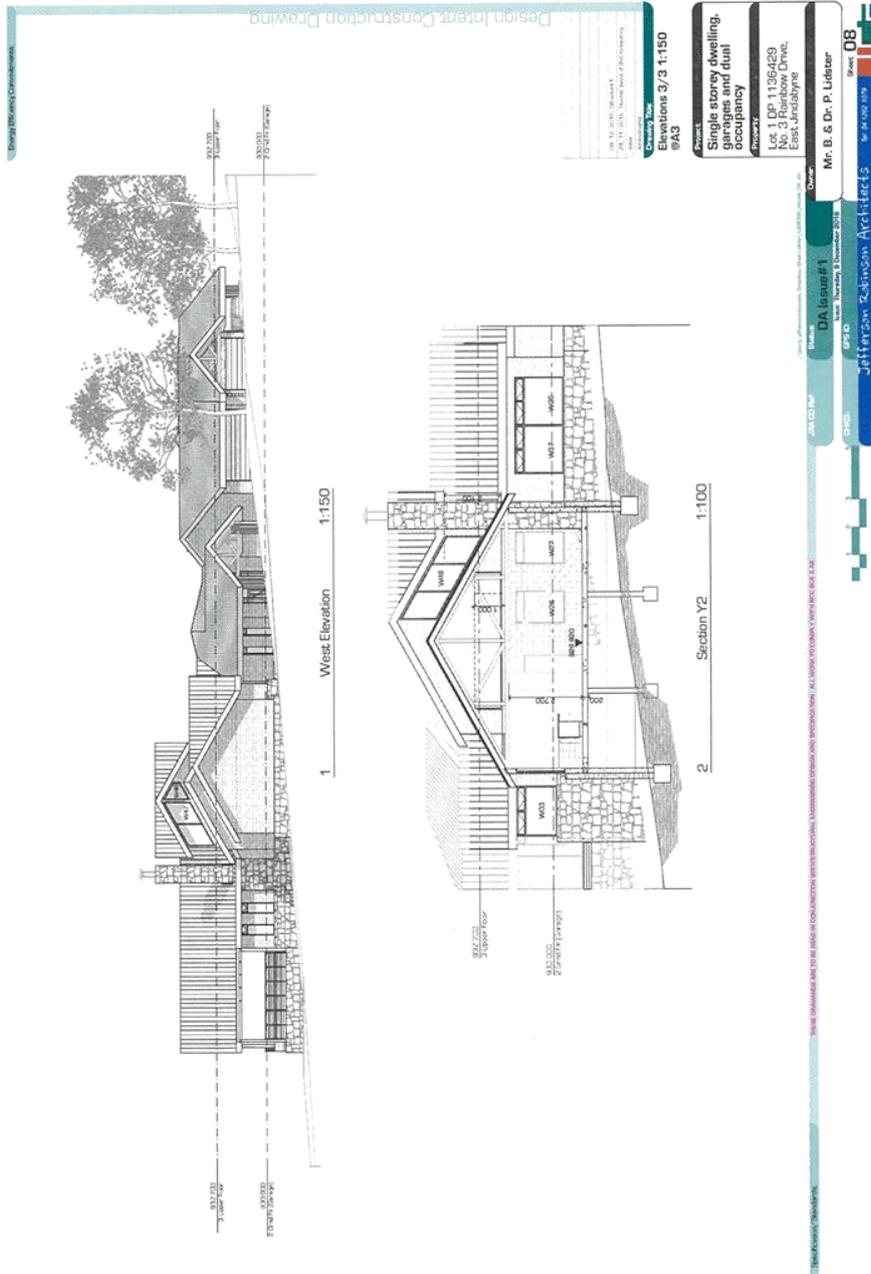
3 Rainbow Drive East Jindabyne



3 Rainbow Drive East Jindabyne



3 Rainbow Drive East Jindabyne



3 Rainbow Drive East Jindabyne

ANNEXURE 2

3 Rainbow Drive East Jindabyne

Nos. 3 Rainbow Drive East Jindabyne. Lot 1 DP 1136429
Objection pursuant to the provisions of CL. 4.6
of
Snowy River Local Environmental Plan 2013

This objection under has been prepared in relation to a Development Application that proposes the erection of a dual occupancy on the subject lot.

It is apparent that due to the provision of a contextual and low impact built form that produces lesser impacts on the neighbour and streetscape that the "0m" height control standard is exceeded.

1.0 Cl.4.6 Exceptions to development standards SRLEP 2013

Clause 4.6 provides a mechanism by which a development standard can be varied. The objectives of this clause are:

- (a) *to provide an appropriate degree of flexibility in applying certain development standards to particular development, and*
- (b) *to achieve better outcomes for and from development by allowing flexibility in particular circumstances.*

Pursuant to clause 4.6(2) consent may, subject to this clause, be granted for development even though it would contravene a development standard imposed by this or any other environmental planning instrument. This clause does not apply however to a development standard that is expressly excluded from the operation of this clause.

This clause would apply to the development standards in Cl.4.3 Height of Buildings. Clause 4.6(3) states that consent must not be granted for development that contravenes a development standard unless the consent authority has considered a written request from the applicant that seeks to justify the contravention of the development standard by demonstrating:

- (a) *that compliance with the development standard is unreasonable or unnecessary in the circumstances of the case, and*
- (b) *that there are sufficient environmental planning grounds to justify contravening the development standard.*

Clause 4.6(4) states consent must not be granted for development that contravenes a development standard unless:

- (a) *the consent authority is satisfied that:*
 - (i) *the applicant's written request has adequately addressed the matters required to be demonstrated by subclause (3), and*

3 Rainbow Drive East Jindabyne

- (ii) *the proposed development will be in the public interest because it is consistent with the objectives of the particular standard and the objectives for development within the zone in which the development is proposed to be carried out, and*
- (b) *the concurrence of the Director-General has been obtained.*

Clause 4.6(5) states that in deciding whether to grant concurrence, the Director-General must consider:

- (a) *whether contravention of the development standard raises any matter of significance for State or regional environmental planning, and*
- (b) *the public benefit of maintaining the development standard, and*
- (c) *any other matters required to be taken into consideration by the Director-General before granting concurrence.*

2.0 Zone Objectives

The subject site is zoned E3 Environmental Management pursuant to the provisions of Snowy River Local Environmental Plan 2013 ("SRLEP 2013"). The objectives of the E3 zone are as follows:

- *To protect, manage and restore areas with special ecological, scientific, cultural or aesthetic values.*
- *To provide for a limited range of development that does not have an adverse effect on those values.*
- *To provide for a range of compatible rural land uses that do not have an adverse effect on the surrounding land uses or natural values and landscape setting of the area.*
- *To provide for high quality tourist development that is small scale, low impact and sympathetic to the unique landscape setting and scenic qualities of the area, including the approaches to Kosciuszko National Park.*

The proposed development achieves the objectives as the dual occupancy is a permissible form of development in the zone and does not adversely affect the scenic values of the locality. The site is within a scenic protection area and will present appropriately with a high standard of design to the abutting park and to Lake Jindabyne.

The non-compliance with the height control is relates to the "0m" height control sector. The upper 8m and 5.5m sectors are complied with. The built form achieves a maximum height of finished level 934.800 but is however under the maximum for the site that might be achieved if an 8m building height was proposed in the sector abutting the street where a level of approximately 940.00 might have resulted.

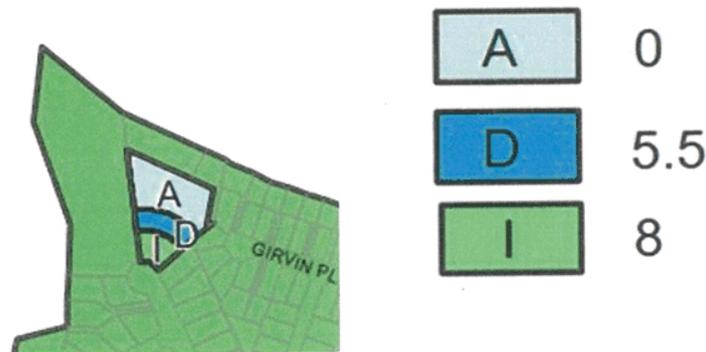
The proposed development is therefore considered to be consistent with the stated zone objectives. Accordingly there is no zone or zone objective impediment to the granting of consent.

3 Rainbow Drive East Jindabyne

4.0 Objection to Height of Buildings control

Cl.4.3 of the LEP determines a building height control in three rings measured from the end of the cul-de-sac in Rainbow Drive decreasing northwards. The controls range from up to 8m from the frontage to 30m from the front boundary and 5.5m up to 50m from the front boundary thence 0m to the rear site boundary.

It is important to note that the height control for all abutting and adjacent land including Rainbow Reserve as mapped is 9m and thus higher than the subject site at all points. This includes existing development located closer to Lake Jindabyne in Girvan Place, Rainbow Drive and other streets.



1. Site height controls

The history of the height controls applying to the site cannot be discovered but would permit a built form of more bulk and prominence than what has been proposed. In any case the stated objectives of the standard are:

- (a) to ensure that buildings are compatible with the height, bulk and scale of the existing and desired future character of the locality,
- (b) to minimise the visual impact, disruption of views, loss of privacy and loss of solar access to existing development and to public areas and the public domain, including parks, streets and lanes,
- (c) to minimise the adverse impact of development on heritage items.

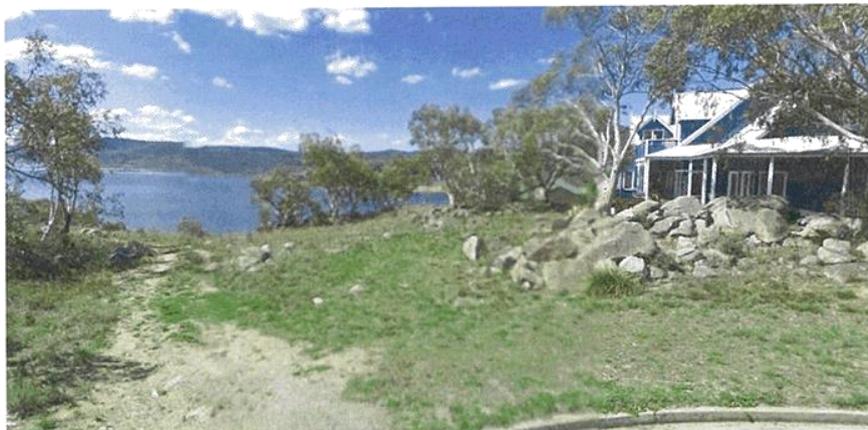
Having regard to the stated objectives it is considered that strict compliance is both unreasonable and unnecessary for the following reasons:

- The part of the building that breaches the height control is located at the lowest part of the proposed building footprint and achieves a maximum height of 8m at a level of 934.800 which is a lesser height than would result if an 8m building was

proposed in the 8m sector adjacent to the street when a level of 940 would be apparent.

3 Rainbow Drive East Jindabyne

- Thus a built form of less apparent bulk, height an scale has been achieved when viewed from both Rainbow drive, Rainbow Reserve and Lake Jindabyne. As such the proposal achieves objective (a);
- All surrounding land has a permissible building height of 9m including adjacent development in both Rainbow Drive and Girvan Place where there are numerous two level buildings on battle axe allotments located closer to Lake Jindabyne that is proposed in the subject application. The 9m control also applies to development in Rainbow Reserve;
- A building that proposed an 8m or two storey form in the 8m sector would be fully adjacent to almost the entire common side boundary with the abutting house No.5 Rainbow Drive. In such a complying case impacts related to overshadowing, potential privacy loss and view loss would be far greater than is proposed in the subject application where the building has been proposed well removed from No. 5 in order to eliminate and reduce any such impacts. In so doing the proposal is in achievement of objective (b);
- The 8m and 5.5m height sectors applying to the site have been complied with thus reducing impacts to the streetscape as well whilst still retaining a minimum 30m rear setback to Rainbow Reserve;
- BY locating the development lower on the site the visibility from Lake Jindabyne is reduced as is evident by reference to the following photograph showing the levels adjacent to the street frontage (8m sector) and the location of the abutting house



2. Streetscape photograph showing site levels and context (source: Google Earth)

As such the objectives of the Lake Jindabyne scenic protection are also more fully achieved. Those objectives are:

(1) The objective of this clause is to protect the following attributes within the catchments of Lake Eucumbene and Lake Jindabyne:

(a) the visual qualities and scenery,

(b) the sense of isolation that can be enjoyed in many areas on and adjacent to the lakes,

3 Rainbow Drive East Jindabyne

- (c) the recreational functions of the lakes, including its attraction as a fishing destination,
- (d) the water storage functions of the lakes.

5.0 Conclusions

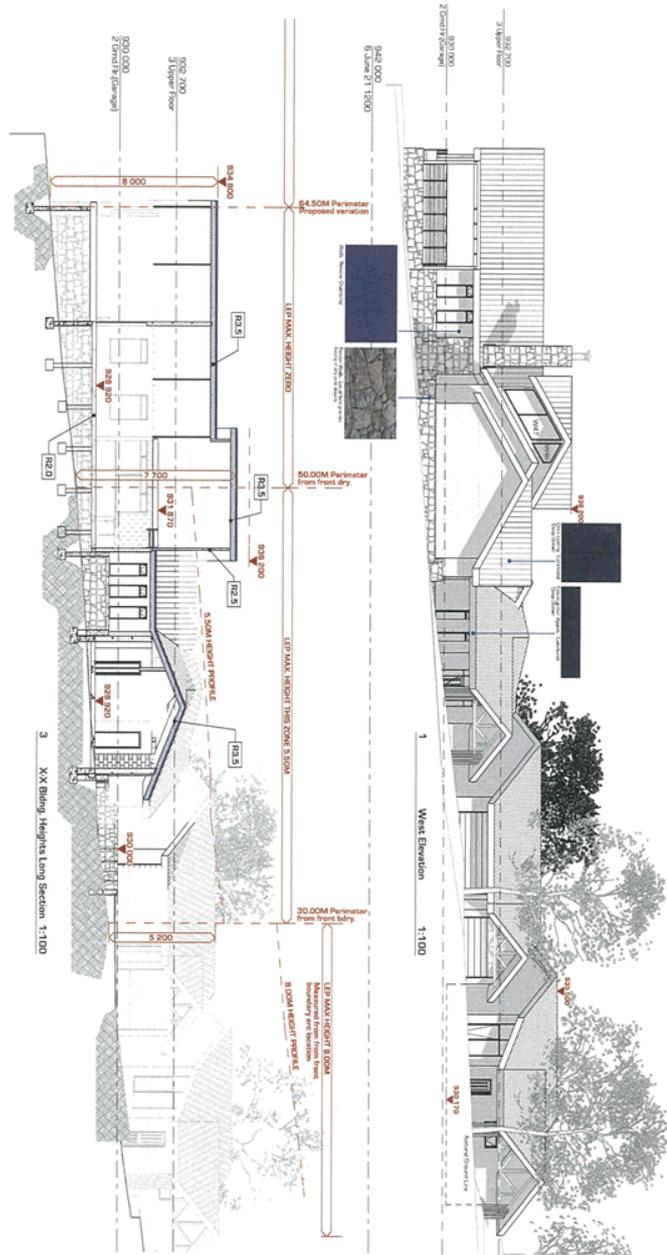
Having regard to the provisions of Cl. 4.6 I am of the following opinion that :

- the proposed building height is appropriate for the site and the area creating a built form of lesser impact and scale than a complying built form would;
- The proposed building height and location ensures that amenity impacts of overlooking overshadowing and view loss have been eliminated or reduced compared to the potential of a built form that complied with the LEP height controls;
- The building height and location creates lesser visual impacts on the Rainbow Drive streetscape and Lake Jindabyne, thus better achieving DCP and LEP objectives in relation to design and visual impact ;
- that having regard to the above compliance with the building height standard is unreasonable or unnecessary in the circumstances of the case;
- that given the fact that the objectives of the zone and the development standard have been achieved, approval would not be antipathetic to the public interest;
- contravention of the development standard does not raise any matter of significance for State or Regional environmental planning;

As such it is my opinion that there is no statutory impediment or merit planning reason to deny the granting of a variation in this case.



C.F.Blyth MPIA CPP Director
Plansight Pty Ltd
Docs/3RainbowSEE



BASIX CERTIFICATE - No. 76933M_03
 Approved: 19 December 2018

Project Name: Attached Dual Occupancy
 Project Address: 11/11-11/13 Ruffell Drive, Lindfield NSW 1585
 Project Type: Residential - Attached Dual Occupancy

Basix Score: 5.0

Water Use (Litres per person per day): 110
 Energy Use (kWh per person per year): 10,000
 Greenhouse Gas Emissions (kg CO2e per person per year): 2,000

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Development Application Issue

Elaborators & Sections
 1/100 @ A1
 Single story dwelling, garages and dual occupancy
 No. 3 Ruffell Drive, Lindfield, NSW 1585

M. B. & D. P. Lidder
 Architects & Drafters
 11/11-11/13 Ruffell Drive, Lindfield NSW 1585
 Phone: 02 9439 3333
 Email: info@lidder.com.au

Great Floor Assets

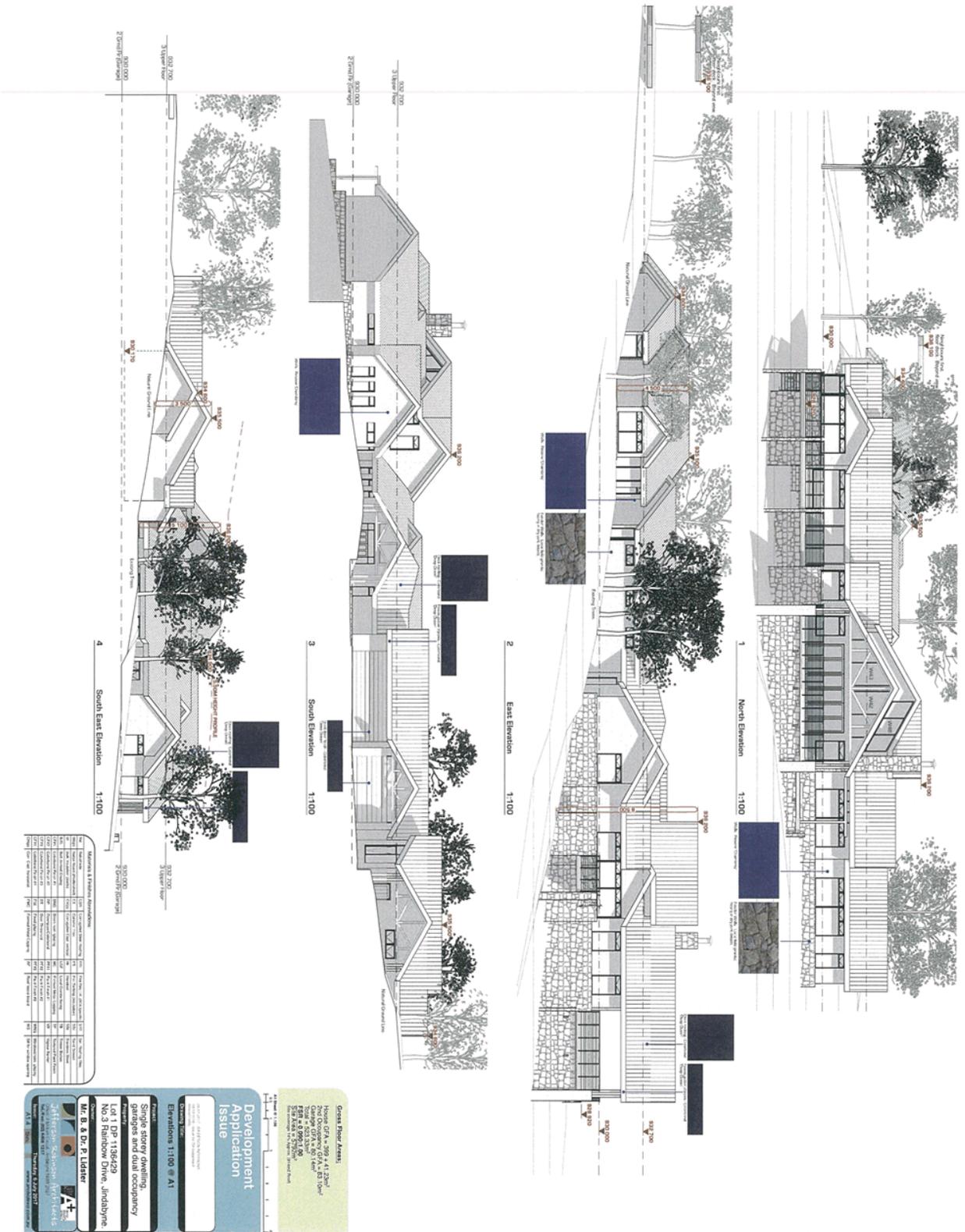
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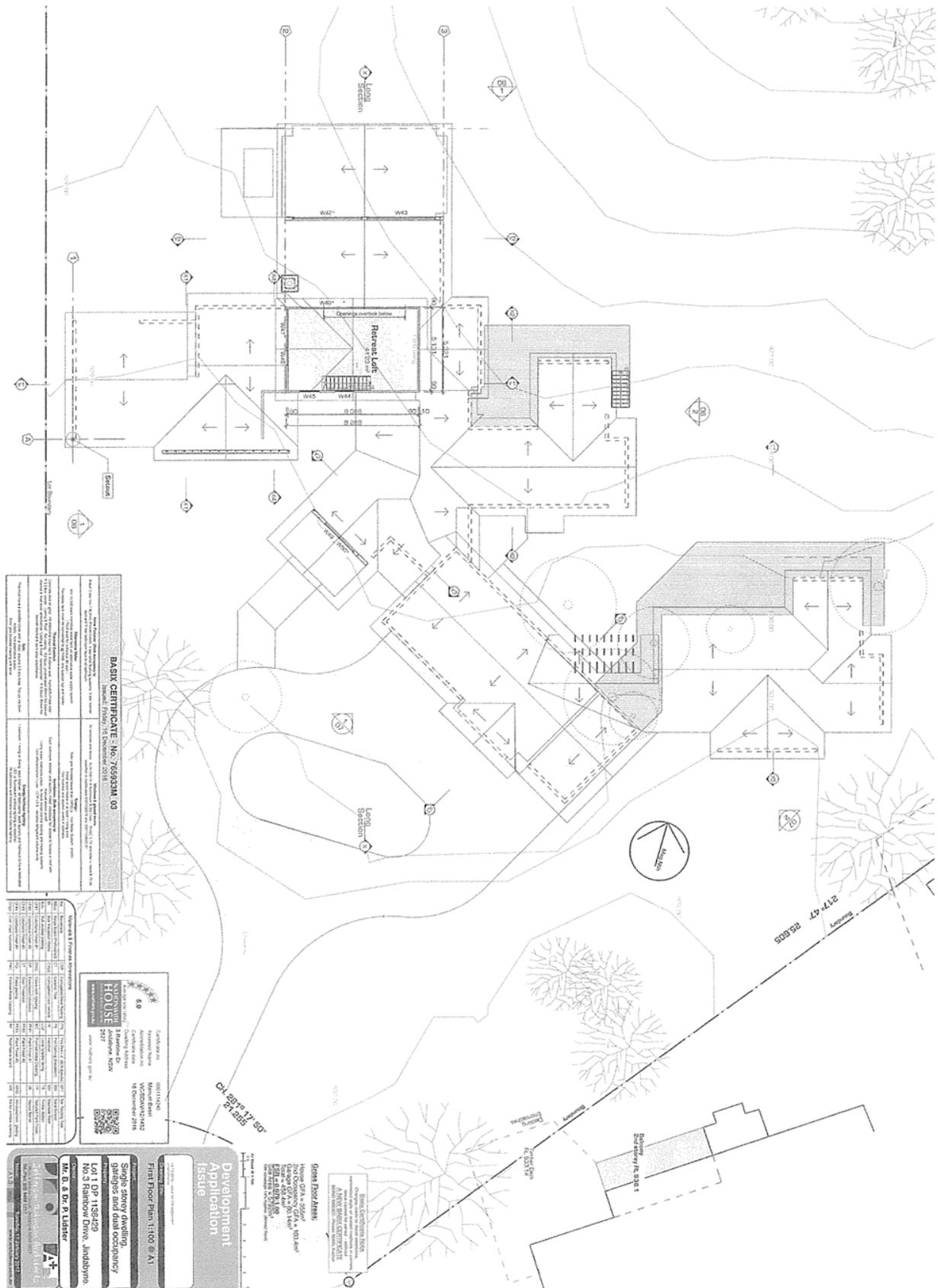
Basix Certificate Details

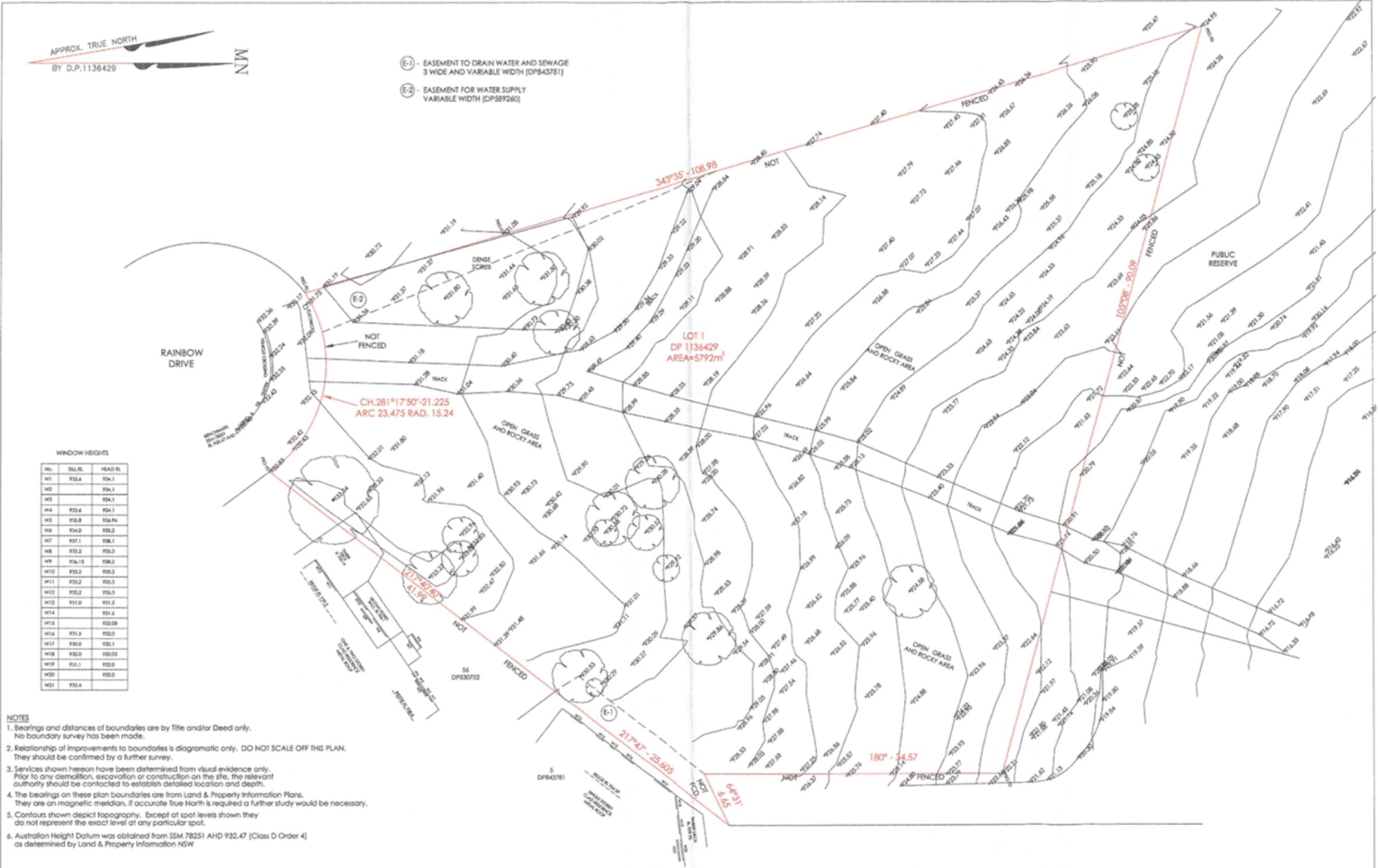
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APPROX. TRUE NORTH
 BY D.P.1136429

- (E-1) - EASEMENT TO DRAIN WATER AND SEWAGE
 3 WIDE AND VARIABLE WIDTH (DP843781)
- (E-2) - EASEMENT FOR WATER SUPPLY
 VARIABLE WIDTH (DP589260)

WINDOW HEIGHTS

No.	S&L RL	HEAD RL
W1	934.4	934.1
W2		934.1
W3		934.1
W4	933.4	934.1
W5	933.8	934.94
W6	934.0	935.3
W7	933.3	936.1
W8	933.2	935.3
W9	934.15	936.3
W10	933.2	935.3
W11	933.2	935.3
W12	933.2	935.3
W13	931.0	931.5
W14		931.4
W15		932.08
W16	931.3	932.0
W17	930.0	932.1
W18	930.0	932.03
W19	931.1	932.0
W20		932.0
W21	932.4	

- NOTES
- Bearings and distances of boundaries are by Title and/or Deed only. No boundary survey has been made.
 - Relationship of Improvements to boundaries is diagrammatic only. DO NOT SCALE OFF THIS PLAN. They should be confirmed by a further survey.
 - Services shown hereon have been determined from visual evidence only. Prior to any demolition, excavation or construction on the site, the relevant authority should be contacted to establish detailed location and depth.
 - The bearings on these plan boundaries are from Land & Property Information Plans. They are on magnetic meridian, if accurate true North is required a further study would be necessary.
 - Contours shown depict topography. Except of spot levels shown they do not represent the exact level of any particular spot.
 - Australian Height Datum was obtained from SSM 78251 AHD 932.47 (Class D Order 4) as determined by Land & Property Information NSW

	12/36 Clyde St, Jindabyne NSW 2627 m. 0412 776 611 e. enquiries@mapandsurvey.com.au www.mapandsurvey.com.au ABN 55 200 748 420	SITE LOCATION	DRAWING TITLE	CLIENT	REDUCTION RATIO	SURVEYED/DRAWN	AMENDMENT
		3 Rainbow Dve East Jindabyne Lot 1 in DP 1136429 LGA: Snowy River	Site Feature and Level Survey	Brad Lidster	1:200 (A1)	MS/MS	
					DATUM	CHECKED	
					AHD	PF	
			DATE	REFERENCE			
			8/10/2015	4456			



**Objection to Proposed Building
At 3 Rainbow Drive, Tyrolean Village Jindabyne
(Lot 1 DP 1136429 Ph Jindabyne).**

Attention Sophie Ballinger

Dear Sophie,

We wish to lodge an objection to the intended new building development at 3 Rainbow Drive, Tyrolean Village Jindabyne (Lot 1 DP 1136429 Ph Jindabyne).

There are a number of reasons for our objection. The first originates back in 2002 when we first purchased our block of land at Girvan Place. When we bought our block we were assured that the land was Council land and that it would never be built on. We trusted this Council agreement at the time.

Further to this, a few years later, the council changed their mind and offered one x 5 acre block for sale, being the block for the proposed new residence. The Council held extensive meetings with residents surrounding this block who would be impacted by the sale. The Council agreed on a building envelope which has been in place since then and applied to the original sale and the subsequent sale to Bradley Michael Lidster. While we were not all together pleased with this we realised a reasoned compromise was required.

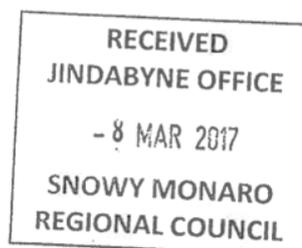
To our surprise, we received the plans for a proposed new dwelling yesterday and the proposed dwelling extensively encroaches on the land outside of the agreed building envelope.

We are not at all happy with this and so we wish to strongly object to the proposed plan for this new dwelling. We are more than happy for a new dwelling to be built within the previously agreed building envelope.

Please take letter this as a formal objection to the proposed building request.

Sincerely

DA 4124/2017



2

General Manager

SMRC

81 Commissioner St.

Cooma 2630

17th Feb. 2017

Dear Sir.

I refer to correspondence received concerning DA 4124/2017 next door to my property at . I object to the application on the following points:

1. The building does not comply with the height restrictions of the LEP. These being under 5.5m in the 30m to 50m zone. Also the 0m zone past the 50m radius zone has a large amount of the dwelling built upon it.
2. The structure is large and imposing on a zone that is environmentally sensitive.
3. No information has been provided ^{as} to shading and shadows on the adjoining house.
4. No preliminary information has been provided on any biodiversity issues, neither plant nor animal.

No objection is raised with a dwelling on this land provided it complies with all legislative requirements. I am quite agreeable for further negotiations on a structure as long as it is within the spirit of the zoning of the lot.

RECEIVED
JINDABYNE OFFICE
17 FEB 2017
SNOWY MONARO
REGIONAL COUNCIL

3

March 23, 2017

The Administrator
Snowy Monaro Regional Council

Dear Mr Lynch

Re: Objection to Proposed development at No 3 Rainbow Drive, Tyrolean Village

I am the owner of 5 Rainbow Drive, Tyrolean Village. Please accept this submission expressing grave concerns about the proposed development on 3 Rainbow Drive.

My concerns relate to a number of aspects of the proposed development:

- a) **The proposal does not conform with the Snowy River LEP, 2013**
- b) **The proposal is not consistent with the principles of view sharing consistent with the Land and Environment Court rulings**
- c) **The proposal will potentially have significant environmental impact**
- d) **The proposal is not consistent with the DCP**
- e) **The proposal will have a devastating impact on my property 5 Rainbow Drive as well as nearby neighbours**

a) **The proposal does not conform with the Snowy River LEP, 2013**

COMPLIANCE WITH OBJECTIVES OF E3 ZONE

3 Rainbow Drive is zoned E3 – Environmental Management, unlike the rest of the residential area within Tyrolean Village, which has been zoned RU5 – Village. See map on right.



Subject: Objection of proposed development at No 3 Rainbow Drive, Tyrolean Village by [redacted] 1



The objectives of the E3 zone are extracted and provided below.

Zone E3 Environmental Management
1 Objectives of zone
<ul style="list-style-type: none">• To protect, manage and restore areas with special ecological, scientific, cultural or aesthetic values.• To provide for a limited range of development that does not have an adverse effect on those values.• To provide for a range of compatible rural land uses that do not have an adverse effect on the surrounding land uses or natural values and landscape setting of the area.• To provide for high quality tourist development that is small scale, low impact and sympathetic to the unique landscape setting and scenic qualities of the area, including the approaches to Kosciuszko National Park.

The proposed development will generate impacts on the special ecological and aesthetic values of the land, and represents an overdevelopment of the site. It will have a significant impact on the landscape setting of the site and impact the amenity of the adjacent public reserve.

THE PROPOSED DEVELOPMENT DOES NOT SATISFY THE OBJECTIVES OF THE E3 ZONE

Height limits

The subject site is subject to **three height limits**, ranging from 8m at the front (southern end) to 5.5m, down to 0m. See map below.



These height limits were established as part of the Snowy River LEP 1997, which included a scheduled use for the site under Schedule 3. Originally the LEP only permitted one dwelling on the site, recognising it is highly constrained. It was under this scenario that I purchased my property at 5 Rainbow Drive.

Subject: Objection of proposed development at No 3 Rainbow Drive, Tyrolean Village by

The height limits were established to ensure that the (a) 'whole of the dwelling and any ancillary structures to be located on the southern part of the site no more than 50m from the Rainbow Dr alignment' and (b) 'for a distance of 30m from the Rainbow Drive alignment, the maximum height of any building is 8m' and (c) 'except as provided by (b) the maximum height of any building is 5.5m'.

The 0m height limit is likely to have been used to restrict any building more than 50m from Rainbow Drive, as there are no other tools in the LEP to achieve this.

THE PROPOSED DEVELOPMENT EXCEEDS THE 5.5M BUILDING HEIGHT AND 0M BUILDING HEIGHT. FURTHERMORE, THE LOFT, LOCATED WITHIN THE 5.5M HEIGHT ZONE IS OVER 8M HIGH.

It is understood that clause 4.6 of the LEP is also relevant to this issue.

Under this clause, the Applicant is required to demonstrate that:

1. complying with the height limits is both unreasonable and unnecessary
2. there are sufficient environmental planning grounds to justify contravening the development standard

The applicant has not demonstrated either of these requirements.

The Applicant must also demonstrate that "the proposed development will be in the public interest because it is consistent with the objectives of the particular standard and the objectives for development within the zone in which the development is proposed to be carried out,"

The applicant has not demonstrated this requirement, and indeed, the proposed development appears to be contrary to public interest.

Scenic protection zone

The site is located within the Lake Jindabyne Scenic Protection Area, unlike the rest of the residential area within Tyrolean Village. See map below.



Subject: Objection of proposed development at No 3 Rainbow Drive, Tyrolean Village by [redacted] 3

As part of the Lake Jindabyne Scenic Protection Area, a visual impact assessment under CI 7.6 of the LEP is required to quantify the impact of the development when viewed from the lake or from a public place. Such a public place would include the pedestrian footpath on the western side of the subject lot which attracts significant community and visitor use as it is a key access to a public reserve, a community park, the lake foreshore and beach area and forms part of the Lake Jindabyne shared pathway network.

The Rainbow Drive road end/cul de sac is also a primary view point for many visitors seeking to view/photograph the lake and mountains and this view will be significantly blocked by the development.

A visual impact assessment has not been undertaken and it is believed that this will be significant.

b) The proposal is not consistent with the principles of view sharing consistent with the Land and Environment Court

As the owner of the neighbouring property I have grave concerns about the loss of view by the proposed development. As shown in Attachment 1, 5 Rainbow Drive has exceptional vistas of the lake and mountains.

My home is an approved dual occupancy that consists of a 4 bedroom house with large downstairs lounge room, dining, kitchen and external deck. Attached is a small apartment with downstairs living area and kitchen.

The photos in Attachment 1 clearly demonstrate that virtually 100% of the view of the lake is lost from my home and the view of the mountains is compromised. There is total loss of view of the lake from the main downstairs lounge, from the dining room and from the kitchen. There is also 100% view loss of the lake from the living area and kitchen of the apartment.

THIS HAS A SIGNIFICANT IMPACT ON THE AMENITY OF THE PROPERTY AS WELL AS THE PROPERTY VALUE.

1. Criteria for assessing impact on neighbouring properties (Pafburn v North Sydney Council [2005] NSWLEC 444 at [26])
2. Principles of view sharing: the impact on neighbours (Tenacity Consulting v Warringah [2004] NSWLEC 140)

Extracts of the established planning principals are provided below.

Planning principle: criteria for assessing impact on neighbouring properties

26 The following questions are relevant to the assessment of impacts on neighbouring properties:

- How does the impact change the amenity of the affected property? How much sunlight, view or privacy is lost as well as how much is retained?
- How necessary and/or reasonable is the proposal causing the impact?
- How vulnerable to the impact is the property receiving the impact? Would it require the loss of reasonable development potential to avoid the impact?
- Does the impact arise out of poor design? Could the same amount of floor space and amenity be achieved for the proponent while reducing the impact on neighbours?
- Does the proposal comply with the planning controls? If not, how much of the impact is due to the non-complying elements of the proposal?

THE PROPOSED DEVELOPMENT IS SIGNIFICANTLY CONTRARY TO THE PRINCIPLES OF VIEW SHARING CONSISTENT WITH THE LAND AND ENVIRONMENT COURT:

Assessment of views to be affected

'Water views are valued more highly than land views. Iconic views are valued more highly than views without icons. Whole views are valued more highly than partial views, eg a water view in which the interface between land and water is visible is more valuable than one in which it is obscured'.

The current views enjoyed by my family and visitors/guests to No 5 and as depicted in Attachment 1 are primarily of Lake Jindabyne, which is a water view, therefore valued more highly than land views.

The views are also iconic with direct views over the lake to the mountains and would be considered 'whole views' with the interface between land and water being highly visible and not obscured.

Assessment of the part of the property from which the views are obtained

For example the protection of views across side boundaries is more difficult than the protection of views from front and rear boundaries. In addition, whether the view is enjoyed from a standing or sitting position may also be relevant. Sitting views are more difficult to protect than standing views.

Although the view of Lake Jindabyne is primarily over a side boundary, the view is enjoyed from both a sitting and a standing position from the ground floor living areas/kitchen and dining room and is a key feature of the home.

Due to the orientation of the subject and surrounding blocks, many of the views of the lake are over side boundaries, therefore the bulk and scale of the proposed development is extremely influential in terms of the extent of view sharing provided.

Assessment of the scale of the development

This should be done for the whole of the property, not just for the view that is affected. The impact on views from living areas is more significant than from bedrooms or service areas (though views from kitchens are highly valued because people spend so much time in them).

The impact may be assessed quantitatively, but in many cases this can be meaningless. It is usually more useful to assess the view loss qualitatively as negligible, minor, moderate, severe or devastating'.

The extent of impact of the view loss is considered to be 'devastating'. The impact on views on No.5 is from living areas, including the lounge, dining area and kitchen of the main house as well as the living room and kitchen of the apartment.

A quantitative assessment has determined that the view loss of Lake Jindabyne from No.5 is close to 100% and the loss of views of the mountains is also considerable.

Assessment of the reasonableness of the proposal that is causing the impact

A development that complies with all planning controls would be considered more reasonable than one that breaches them. Where an impact on views arises as a result of non-compliance with one or more planning controls, even a moderate impact may be considered unreasonable.

With a complying proposal, the question should be asked whether a more skilful design could provide the applicant with the same development potential and amenity and reduce the impact on the views of neighbours. If the answer to that question is no, then the view impact of a complying development would probably be considered acceptable and the view sharing reasonable'.

The proposed development does not comply with Councils planning controls as documented throughout this report.

Impacts on views are associated as a result of a series of non-compliances and given that the impact is considered 'devastating', the impacts are considered demonstrably unreasonable.

The extent of the proposed development which extends across the majority of the land block is **not reasonable nor necessary in this site**.

Whilst this site does allow for a dual occupancy dwelling, the floor plan is such that it is clearly designed as a multi-unit house dwelling development (3 dwellings or more) which is understood to be prohibited land use within the E3 Zone.

The proposed development can clearly be adapted into a three (3) dwelling development and its design, layout and scale suggests this is not for permanent residential use, most likely for a form of tourist and visitor accommodation. The development is of a scale commonly found with small scale resort style development.

The use of the development for tourist and visitor accommodation (as the plan suggests), including serviced apartments (holiday letting) is prohibited in the E3 zone.

The scale of the development is not reasonable for this site and by its nature does not allow view sharing. Furthermore, the area of the proposed development closest to my property and impeding views is a significant car park/car ports to house five cars.

Whilst the proposed development is exceptionally large in scale and assumes a significant proportion of the land available, a similar amount of floor space and amenity could be achieved by the proponent under the following scenarios:

- › Redesign the building to run in a north south direction in the western portion of the site within the height limits
- › Seek an amendment to the 2013 LEP **to locate the dwelling significantly further to the north of the property** to align parallel with the dwellings that currently exist along Girvin Place. This option would have a positive impact on the viewscape of this parcel of land from Lake Jindabyne and also retain the important vistas for the community and visitors from the end of Rainbow Drive.

THE PROPOSAL WILL HAVE SIGNIFICANT ENVIRONMENTAL IMPACT

The site is subject to areas identified as 'biodiversity' requiring additional assessment and consideration under clause 7.2 of the SR LEP, 2013. A map and extract of the clause is provided below.



Snowy River Local Environmental Plan 2013	
Current version for 5 August 2016 to date (accessed 16 March 2017 at 16:15) Part 7 > Clause 7.2	
7.2 Terrestrial biodiversity	
(1) The objective of this clause is to maintain terrestrial biodiversity by:	
(a) protecting native fauna and flora, and	
(b) protecting the ecological processes necessary for their continued existence, and	
(c) encouraging the conservation and recovery of native fauna and flora and their habitats.	
(2) This clause applies to land identified as "Biodiversity" on the Terrestrial Biodiversity Map.	
(3) Before determining a development application for development on land to which this clause applies, the consent authority must consider:	
(a) whether the development is likely to have:	
(i) any adverse impact on the condition, ecological value and significance of the fauna and flora on the land, and	
(ii) any adverse impact on the importance of the vegetation on the land to the habitat and survival of native fauna, and	
(iii) any potential to fragment, disturb or diminish the biodiversity structure, function and composition of the land, and	
(iv) any adverse impact on the habitat elements providing connectivity on the land, and	
(b) any appropriate measures proposed to avoid, minimise or mitigate the impacts of the development.	
(4) Development consent must not be granted to development on land to which this clause applies unless the consent authority is satisfied that:	
(a) the development is designed, sited and will be managed to avoid any significant adverse environmental impact, or	
(b) if that impact cannot be reasonably avoided by adopting feasible alternatives—the development is designed, sited and will be managed to minimise that impact, or	
(c) if that impact cannot be minimised—the development will be managed to mitigate that impact.	

- The site appears to be subject to the 'Tables Snow Gum, Black Sallee, Candlebark and Ribbon Gum Grassy Woodland' Endangered Ecological Community (EEC)
- The development clearly shows it will require the removal of several very old snow gums
- With removal of groups of Eucalypts, including hollow bearing trees, an Assessment of Significance is required under Part 5A of the Environmental Planning and Assessment Act, 1979. Given the E3 zoning of the site, this is considered warranted.

NO assessment of significance of the environmental impacts of the proposal has been undertaken in relation to tree and habitat removal

c) The proposal is not consistent with the DCP

The Snowy River Development Controls Plan 2013 has a number of aspects which have a bearing on the proposed development.

These are summarised in the table below with the perceived impact.

DCP reference	Key points
D1 Residential accommodation	
D1.1.1 Site planning	<ul style="list-style-type: none"> ‣ The proposed development is not appropriately located with regard to the amenity of neighbouring properties being maintained or enhanced. ‣ The proposed development has been designed with no regard to impact of the development on views and view sharing.
D 1.2.1 Building height	<ul style="list-style-type: none"> ‣ The proposed development exceeds the 5.5m building height and 0m building height. Furthermore, the loft, located within the 5.5m height is over 8m high . ‣ The proposed development does not minimise visual impact or disruption of views.
D1.3 -1 – All Residential Development	<ul style="list-style-type: none"> ‣ The development does not respect adjoining development and certainly does not display 'good manners'. ‣ The building design has not considered the major design recommendations in the Snowy River Design Guidelines.

DCP reference	Key points
D1.3-3 – Visual Character:	<ul style="list-style-type: none"> › The proposed development does not conserve and certainly does not enhance visual character of the street or from the public domain (footpath) with a very wide development (approx. 50M) taking up 90% of the available width of the lot. › The development would unreasonably intrude and impact the adjoining public reserve. › The development includes two double garages and a carport, with effectively 5 parking spaces dominating the frontage of the dwelling. › The DA did not include a Visual Character Study.
D1.4-7 View Sharing:	<ul style="list-style-type: none"> › The proposed development fails to protect and enhance views from the public domain, including streets and reserves. › The proposed development has failed to sensitively and skilfully be designed to maintain reasonable amount of views from the neighbouring dwellings, particularly from 5 Rainbow Drive. › The proposed development fails to comply with all the view sharing controls and view sharing principles developed by the NSW Land and Environment Court. › The proposed development would generate a 'devastating' impact in regard to view loss from 5 Rainbow Drive.
F6 – Tyrolean Village (Rainbow Drive):	<ul style="list-style-type: none"> › Chapter F6 –Tyrolean Village applies to the site as it was once part of Lot 46 DP 261912.
F6.1-3 Building design and construction	<ul style="list-style-type: none"> › The proposed development does not protect the overall integrity of the harmonious development of the neighbourhood and does not prevent detrimental impacts on the landscape from Lake Jindabyne. › The proposed development does not does not have regard to the Snowy River Design Guidelines with respect to 'Siting'.
Chapter C2 – Design:	<ul style="list-style-type: none"> › The proposed development does not address visual impacts with regard to the landscape character of the site or views from public areas inc public road.
C2.1-1 Visual Landscape Character Assessment	
C2.1-3 Development in Lake Jindabyne Scenic Protection Area	<ul style="list-style-type: none"> › No evidence of consideration given to the visual impact of the development when viewed from Lake Jindabyne. › No visual impact analysis provided.
C2.1-7 View Sharing	<ul style="list-style-type: none"> › Same as Chapter D1 – Residential, the development does not adhere to any of the view sharing principles, particularly as it's a non-complying development with regard to building heights. › The proposed development would generate a 'devastating' impact in regard to view loss from 5 Rainbow Drive. › A clause 4.6 variation should not be granted to a 100% variation. The 0m height limit was a development standard used to prevent any building being erected more than 50m from Rainbow Drive.
Chapter C8 – Environmental Management	<ul style="list-style-type: none"> › The development is likely to impact the Woodland EEC and therefore warrants an Assessment of Significance to be undertaken.

There are extensive areas of the DCP with which the development does not comply

d) The proposal will have a devastating impact on my property 5 Rainbow Drive

The proposed development which assumes approximately 90% of the width of the block excludes views from my house to the lake. Furthermore, the view of the proposed development from my house will include two double garages and a carport, with effectively 5 parking spaces dominating the frontage of the dwelling.

IN addition to my property being my private home that I intend to live in for the rest of my life, the approved dual occupancy provides me with an important part of my income for my retirement. The potential for holiday letting (as approved), relies on the nature of the site and the landscape and vistas from my house. This will be totally and devastatingly impacted by the proposed development. Not only will my income be severely affected, so will the property value.

I would urge Council to consider one or all of the following options:

- 1. Seek an amendment to the 2013 LEP to locate the dwelling significantly further to the north of the property to align parallel with the dwellings that currently exist along Girvin Place. This option would have a positive impact on the viewscape of this parcel of land from Lake Jindabyne and also retain the important vistas for the community and visitors from the end of Rainbow Drive.**
- 2. Seek to have the building redesigned to run in a north south direction in the western portion of the site within the height limits**
- 3. Seek a significant reduction on the size and ensure compliant with the dual occupancy permissible activity of this zoning**
- 4. Refuse the development application**

I am more than happy to provide additional comments or to meet Council's planners on site to demonstrate the devastating nature of this proposal on the amenity of my property and the community assets.

I look forward to hearing as consideration of the proposed development continues.

Yours faithfully

Attachment 1.





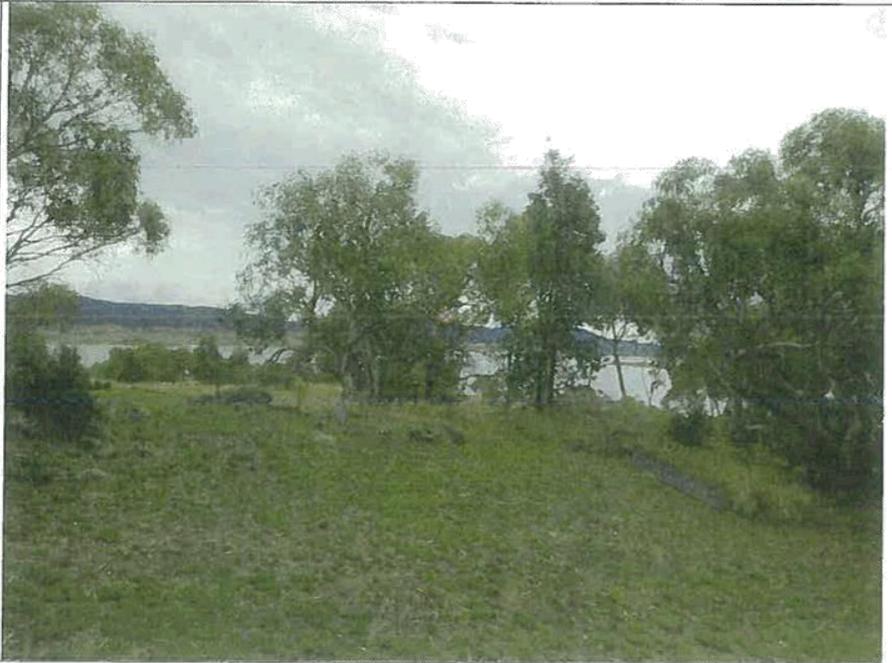
View from
northern end of
main GF
balcony of 2nd
Occupancy
Ridge (southern
end)



View from
dining room
northern end of
of 2nd
Occupancy
Ridge (southern
end)



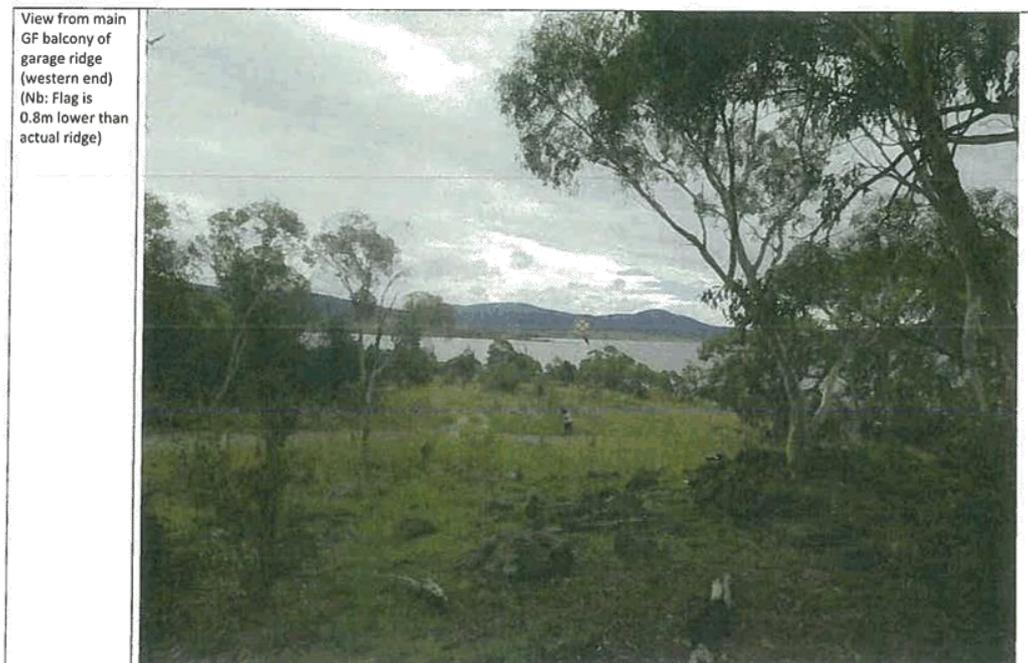
View from
lower northern
balcony of 2nd
Occupancy
Ridge (southern
end)



View from main
GF balcony of
2nd Occupancy
ridge (northern
end)



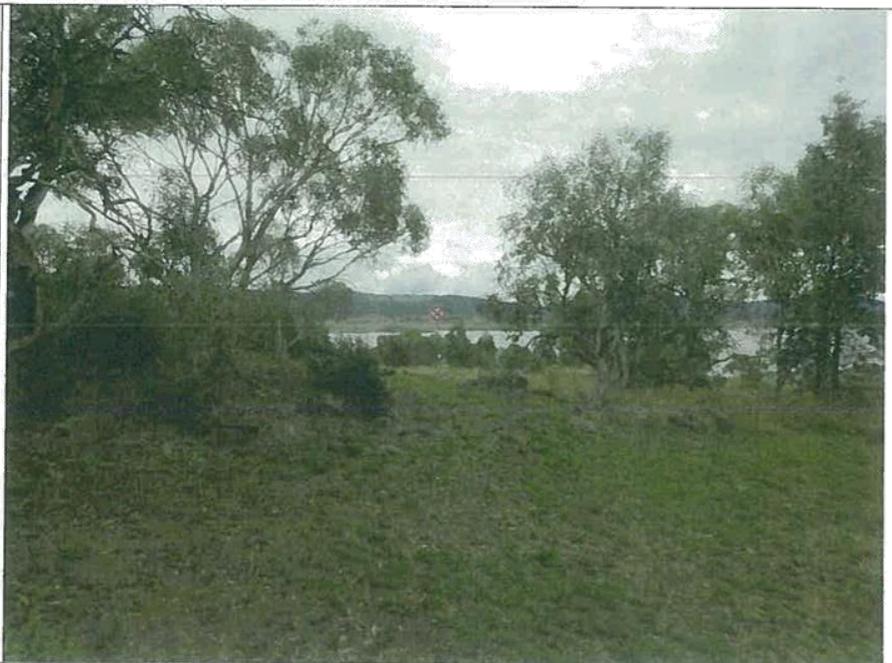




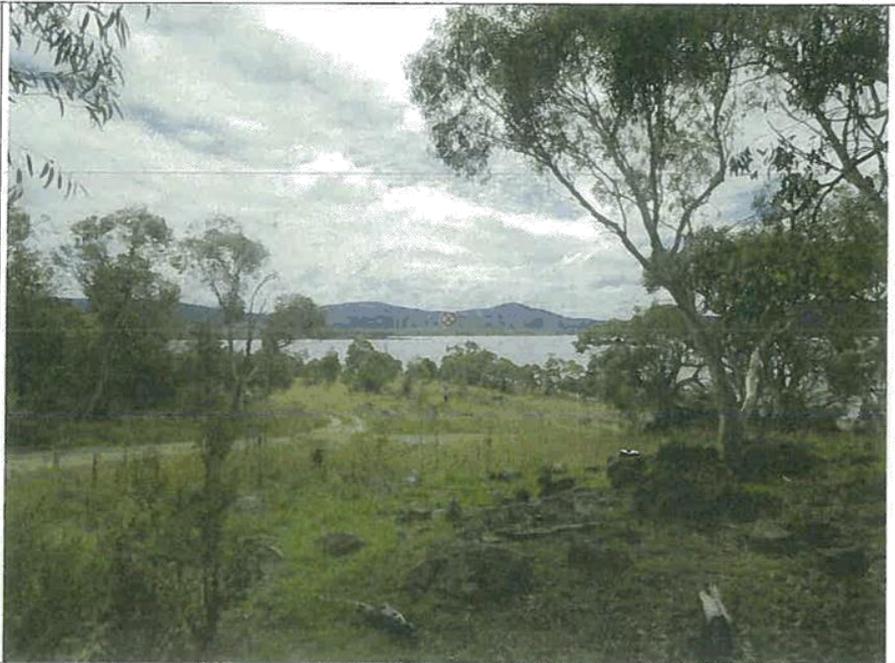
View from main
GF balcony of
garage ridge
(western end)
(Nb: Flag is
0.8m lower than
actual ridge)



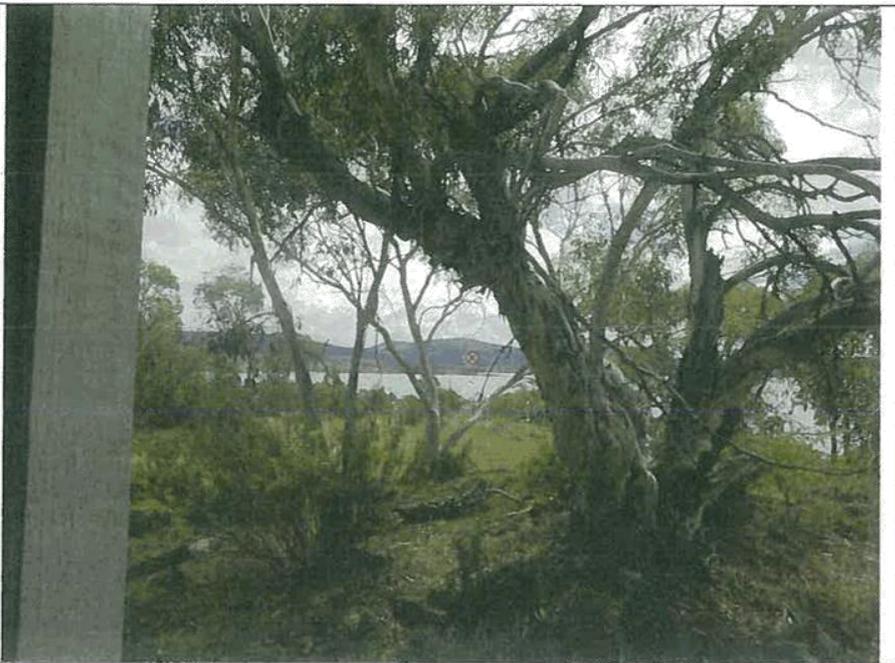
View from
lower northern
balcony of
garage ridge
(western end)
(Nb: Flag is
0.8m lower than
actual ridge)

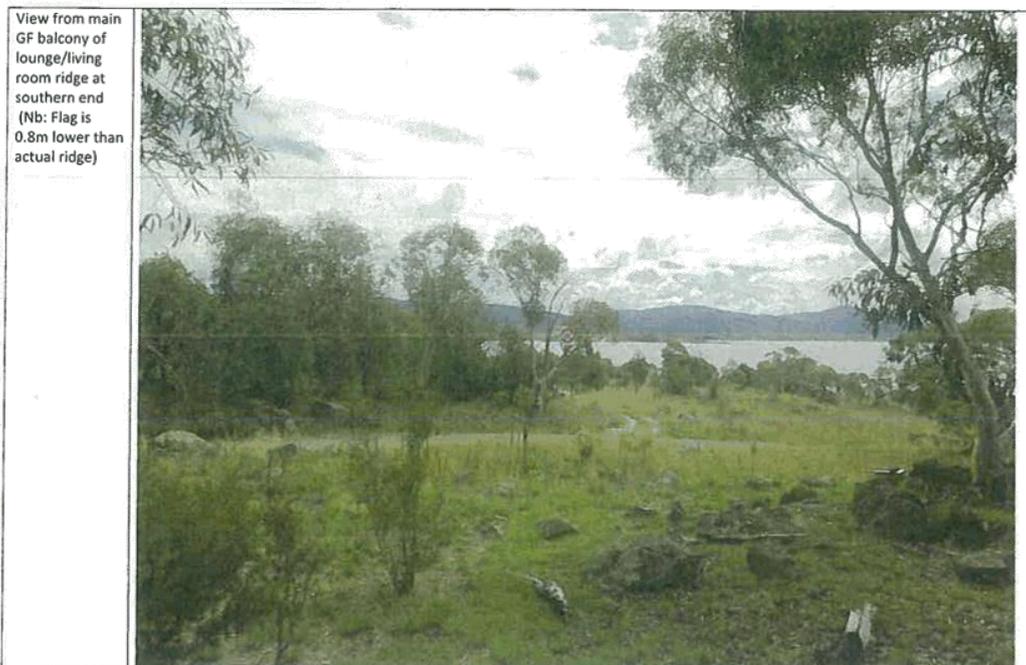


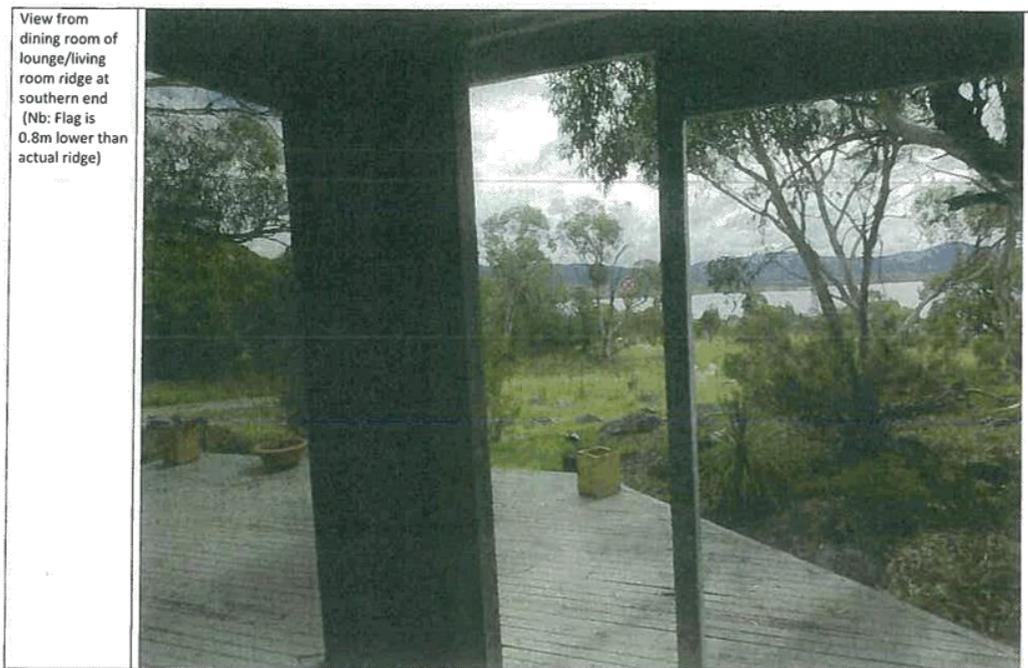
View from main
GF balcony of
first floor loft
ridge (Nb: Flag
is 3m lower
than actual
ridge)



View from main
GF balcony at
northern end of
first floor loft
ridge (Nb: Flag
is 3m lower
than actual
ridge)



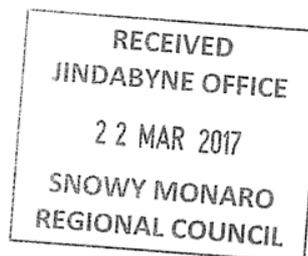






20 March 2017

The General Manager
Snowy Monaro Regional Council
Shop 2 Roazorback Plaza
Gippsland Street
JINDABYNE NSW 2632



Att: Sophie Ballinger

Dear Sophie,

Re: DA 4124/2017 3 Rainbow Drive Tyrolean Village, Council RFI letter 8 March 2017

Further to Council's letter of 8 March enclosing an objection letter we we advise as follows in response to the two letters that have been received in response to the DA notification.

1. Proposal is outside the building envelope, letter of 8 March

In relation this objection there is no suggestion on the part of the writer of any material impact related to planning or amenity issues such as view loss, overshadowing or loss of privacy.

The site has a complicated series of buildings heights applied through the operation of the Snowy LEP 2013 ranging from 8m adjacent to the street frontage reducing to 5.5m and 0m in a northerly direction.

The SEE accompanying the DA set out the reasoning behind the proposed variation and noted that both the 8m and 5.5m controls have been complied with. As such it is our position that the proposal does not extensively encroach as has been purported. Those reasons setting out achievement of the height control objectives are reproduced here:

- *The part of the building that breaches the height control is located at the lowest part of the proposed building footprint and achieves a maximum height of 8m at a level of 934.800 which is a lesser height than would result if an 8m building was proposed in the 8m sector adjacent to the street when a level of 940 would be apparent;*
- *Thus a built form of less apparent bulk, height and scale has been achieved when viewed from both Rainbow drive, Rainbow Reserve and Lake Jindabyne. As such the proposal achieves objective (a);*

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e: info@plansight.com.au

- All surrounding land has a permissible building height of 9m including adjacent development in both Rainbow Drive and Girvan Place where there are numerous two level buildings on battle axe allotments located closer to Lake Jindabyne that is proposed in the subject application. The 9m control also applies to development in Rainbow Reserve;
- A building that proposed an 8m or two storey form in the 8m sector would be fully adjacent to almost the entire common side boundary with the abutting house No.5 Rainbow Drive. In such a complying case, impacts related to overshadowing, potential privacy loss and view loss would be far greater than is proposed in the subject application where the building has been proposed well removed from No. 5 in order to eliminate and reduce any such impacts. In so doing the proposal is in achievement of objective (b);
- The 8m and 5.5m height sectors applying to the site have been complied with thus reducing impacts to the streetscape as well whilst still retaining a minimum 30m rear setback to Rainbow Reserve;
- By locating the development lower on the site the visibility from Lake Jindabyne is reduced as is evident by reference to the following photograph showing the levels adjacent to the street frontage (8m sector) and the location of the abutting house *in the plans*

It is clear that a building of lesser impact on neighbouring land has been produced that what might have eventuated if the letter of the controls was complied with.

2. Letter of 17th February

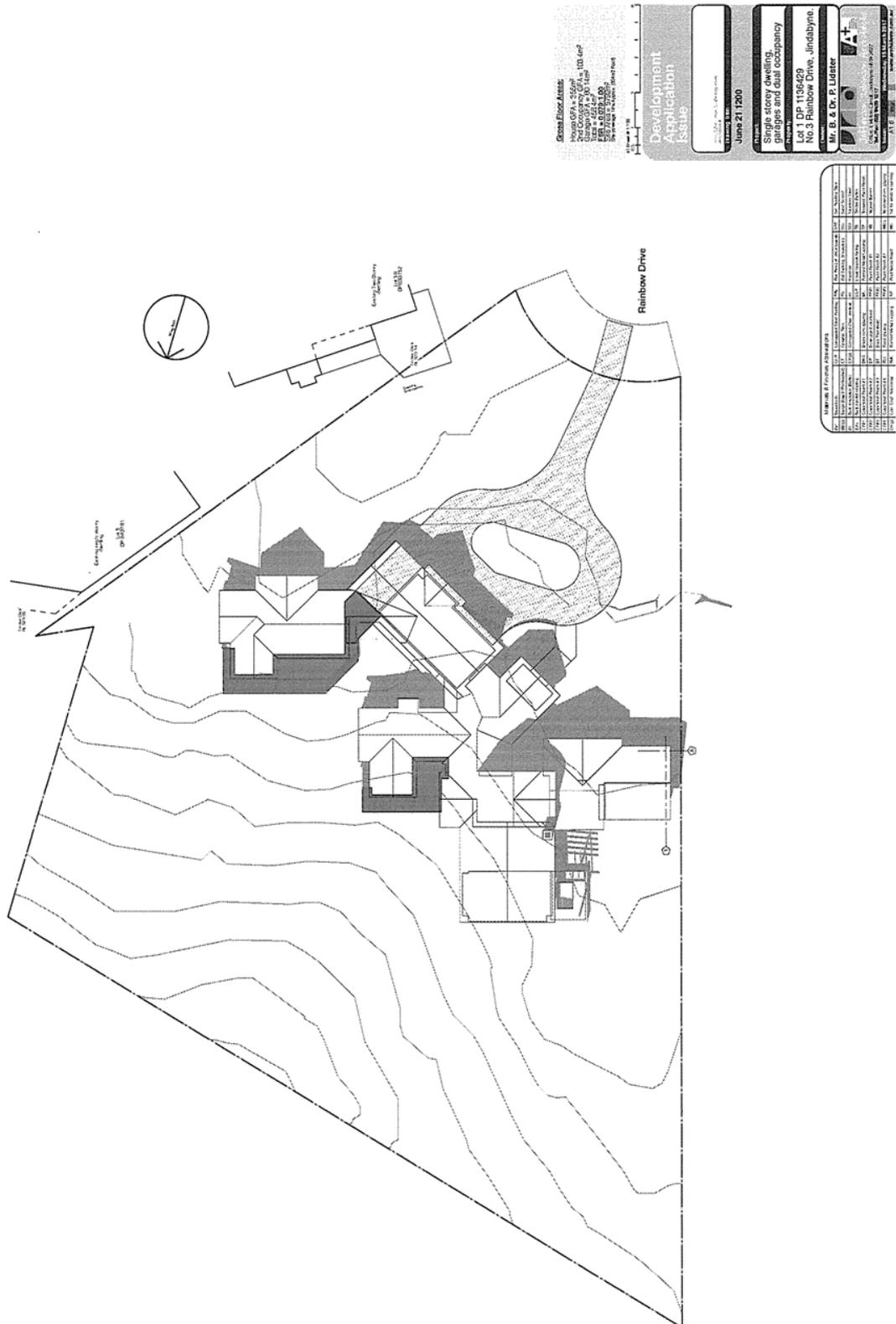
- (i) *Non-compliance with the LEP height controls.* Refer to comments above as reproduced from the SEE;
- (ii) *Large and Imposing structure.* The proposed house is large it is agreed however it is to be noted that the site is equally large at 5792m². In order to reduce the amount and height of built form at the street frontage and hence reduce impacts upon the neighbours the building has been effectively lowered and spread over the site as a series of pavilions thus reducing built form and increasing boundary setbacks;
- (iii) *Shadowing.* Shadow diagrams have been prepared by the architect and accompany this resubmission showing conclusively that the proposed building has no material shadow impact on abutting property;
- (iv) *Biodiversity.* The site has not been mapped as being sensitive as regards terrestrial biodiversity in the Snowy River LEP Maps and as such there is no necessity to address such issues.

We trust that the resubmission is sufficient for Council to progress the application and should any further information be required please contact the writer or architect.

Yours faithfully



C.F.Blyth MPIA CPP Director
Plansight Pty Ltd
3RainbowRFI



Development Application Issue

June 21 12:00

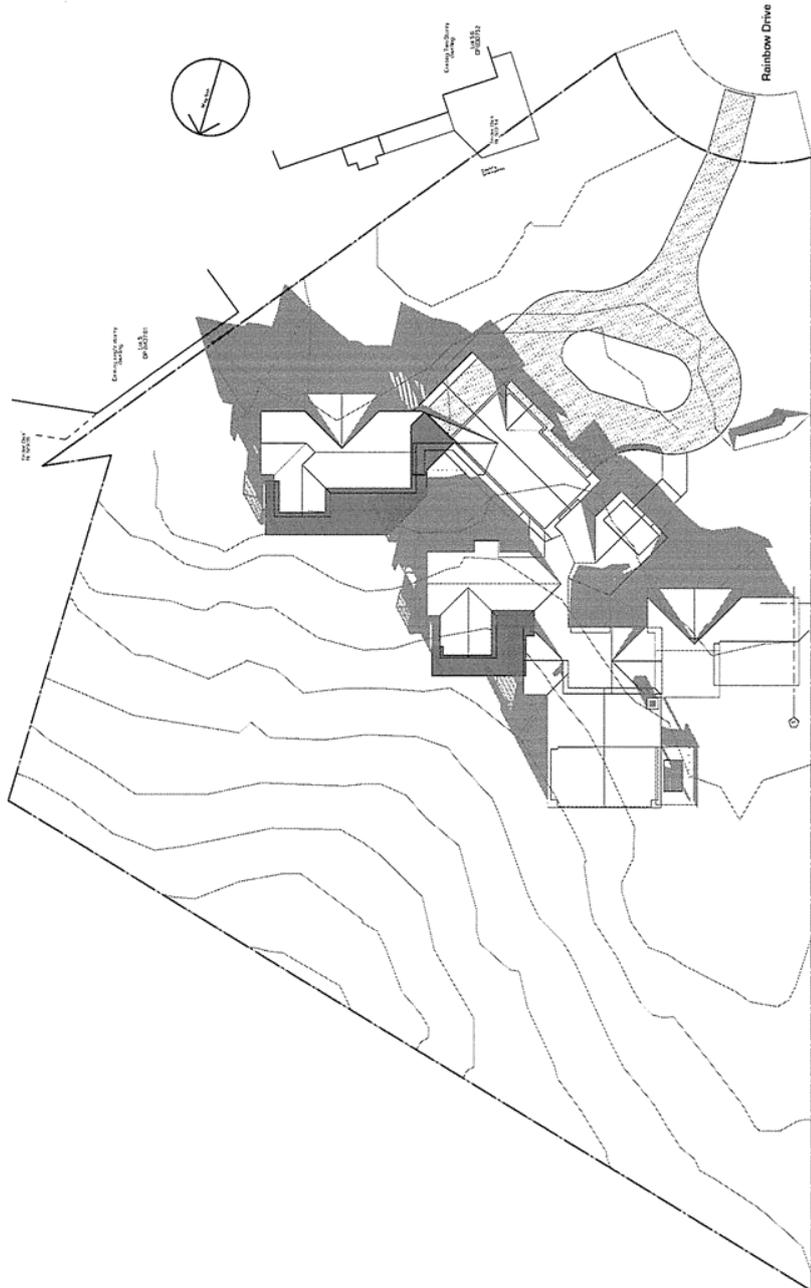
Single storey dwelling, garages and dual occupancy

Lot 1 DP 1198429

No 3 Rainbow Drive, Jindabyne.

Mr. B. & Dr. P. Lidster

Lot No.	Area (sqm)	Area (sqft)	Volume (m ³)	Volume (cu ft)	Height (m)	Height (ft)	Notes
1	100.00	1076.43	1000.00	3531.47	10.00	32.81	
2	100.00	1076.43	1000.00	3531.47	10.00	32.81	
3	100.00	1076.43	1000.00	3531.47	10.00	32.81	
4	100.00	1076.43	1000.00	3531.47	10.00	32.81	
5	100.00	1076.43	1000.00	3531.47	10.00	32.81	
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11	100.00	1076.43	1000.00	3531.47	10.00	32.81	
12	100.00	1076.43	1000.00	3531.47	10.00	32.81	
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36	100.00	1076.43	1000.00	3531.47	10.00	32.81	
37	100.00	1076.43	1000.00	3531.47	10.00	32.81	
38	100.00	1076.43	1000.00	3531.47	10.00	32.81	
39	100.00	1076.43	1000.00	3531.47	10.00	32.81	
40	100.00	1076.43	1000.00	3531.47	10.00	32.81	
41	100.00	1076.43	1000.00	3531.47	10.00	32.81	
42	100.00	1076.43	1000.00	3531.47	10.00	32.81	
43	100.00	1076.43	1000.00	3531.47	10.00	32.81	
44	100.00	1076.43	1000.00	3531.47	10.00	32.81	
45	100.00	1076.43	1000.00	3531.47	10.00	32.81	
46	100.00	1076.43	1000.00	3531.47	10.00	32.81	
47	100.00	1076.43	1000.00	3531.47	10.00	32.81	
48	100.00	1076.43	1000.00	3531.47	10.00	32.81	
49	100.00	1076.43	1000.00	3531.47	10.00	32.81	
50	100.00	1076.43	1000.00	3531.47	10.00	32.81	



Development Application Issue

June 21 1500

Single storey dwelling, garages and dual occupancy

No. 3 Rainbow Drive, Jindabyne

Mr. B. & Dr. P. Lidster

100% Scale

1:100

1:200

1:400

1:800

1:1600

1:3200

1:6400

1:12800

1:25600

1:51200

1:102400

1:204800

1:409600

1:819200

1:1638400

1:3276800

1:6553600

1:13107200

1:26214400

1:52428800

1:104857600

1:209715200

1:419430400

1:838860800

1:1677721600

1:3355443200

1:6710886400

1:13421772800

1:26843545600

1:53687091200

1:107374182400

1:214748364800

1:429496729600

1:858993459200

1:1717986918400

1:3435973836800

1:6871947673600

1:13743895347200

1:27487790694400

1:54975581388800

1:109951162777600

1:219902325555200

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1:879609302220800

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1:22517998648524800

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