



**SNOWY MONARO**  
REGIONAL COUNCIL

# **ATTACHMENTS TO REPORTS**

(Under Separate Cover)

**Ordinary Council Meeting**

**21 April 2022**

**Part 1 of 2**



**ATTACHMENTS TO REPORTS  
FOR  
ORDINARY COUNCIL MEETING  
THURSDAY 21 APRIL 2022**

**Page No.**

**8 PLANNING AND DEVELOPMENT APPLICATION MATTERS**

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**DRAFT CONDITIONS OF CONSENT**

10.2021.382.1

**Part A – Administrative Conditions**

**Reason for imposition of conditions:** Unrestricted consent may affect the environmental amenity of the area and would not be in the public interest.

**ADM\_01 Endorsed plans and supporting documentation:**

Development must be carried out in accordance with the following plans and documentation, except where amended by Council and/or the conditions of this development consent.

Plan No.	Plan Title.	Drawn By.	Dated.
C010 (C)	Subdivision Plan	GHD	07.02.2022
C080 (A)	Lot 14 Plan	GHD	07.02.2022

Document Title.	Prepared By.	Dated.
Statement of Environmental Effects	Snowy Passive Co.	Dec 2021
Traffic Assessment	Ausland Development	28.01.2022
Flood Assessment	GHD	23.11.2021

In the event of any inconsistency between the approved plans and the supporting documentation, the plans will prevail.

*Reason: It is in the public interest that work is carried out in accordance with the approved plans. Section 4.15(1)(e) of the Environmental Planning and Assessment Act 1979, as amended.*

**ADM\_02 Inconsistency between documents**

In the event of any inconsistency between conditions of this consent and the drawings/documents referred to above, the conditions of this consent prevail.

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**ADM\_07 Aboriginal Objects**

No Aboriginal objects may be harmed without an approval from Heritage NSW.

*Reason: To ensure compliance with the provisions of the National Parks and Wildlife Act.*

**Part B – Other Approvals**

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**OA\_01 Separate Section 138 Permit - Roads Act 1993**

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) or intersection or traffic control devices. 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.

**Part D – Prior To the Commencement of Works**

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**PCW\_21 Dial Before You Dig**

Prior to carrying out any works, a "Dial Before You Dig" enquiry should be undertaken in accordance with the requirements of Part 5E (Protection of Underground Electricity Power Lines) of the Electricity Supply Act 1995 (NSW).

In addition the Dial Before You Dig enquiry must be current at the time of undertaking the construction activity in accordance with the requirements of the Infrastructure Asset Owner'.

**SUB\_01 Prior to the commencement of works**

Construction of subdivision works (including clearing, earthworks, demolition or other works) must not commence unless the following have been satisfied:

- a) Subdivision Works Certificate for those works has been issued by Council in conformity with the relevant provisions of the Environmental Planning and

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Assessment Act and related Regulations.

**SUB\_02 Pre-commencement Meeting**

Prior to the commencement of subdivision works for each stage of development, the developer and contractor shall meet on site with Council's representative to review the scope of works, soil and water management control measures and the inspection and testing regime. The developer or his representative shall make arrangements with Council for this meeting not less than seven days in advance.

**SUB\_06 Soil and Water Management**

The developer shall prepare and implement an effective Soil and Water Management Plan in conformity with Council's "Snowy River Development Design and Construction Specifications" prior to the commencement of any works on site and shall maintain the control measures until after the effective stabilisation and revegetation of the site.

No Subdivision Works Certificate shall be issued for this development until the certifying authority (Council or accredited certifier) is satisfied that the Soil and Water Management Plan satisfies this condition.

**SUB\_07 Construction Environmental Management Plan (CEMP)**

A Construction Environmental Management Plan must be developed and implemented prior to the commencement of any works, to the satisfaction of the Council. The construction environmental management plan must include the following measures, as applicable to the type of development:

- location and construction of protective fencing to the perimeter site disturbance;
- location of site storage areas/sheds/equipment;
- location of building materials for construction;
- location of stockpiles;
- provisions for public safety;
- dust control measures;
- site access location and construction
- details of methods of disposal of demolition materials;

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- protective measures for tree preservation;
- provisions for temporary sanitary facilities;
- location and size of waste containers/bulk bins;
- details of proposed sediment and erosion control measures;
- provisions for temporary stormwater drainage;
- construction noise and vibration management;
- construction traffic management details.

The site management measures must be implemented prior to the commencement of any site works and must be in place throughout the works, to the satisfaction of Council. A copy of the Construction Environmental Management Plan must be provided to Council prior to commencing site works.

*Reason: To ensure that appropriate measures have been considered during all phases of the construction process in a manner that maintains the environmental amenity and ensures the ongoing safety and protection of people.*

**SUB\_06 Protection of Electricity Infrastructure**

Essential Energy's records indicate there is electricity infrastructure located within the property. Any activities within this location must be undertaken in accordance with the latest industry guideline currently known as ISSC 20 Guideline for the Management of Activities within Electricity Easements and Close to Infrastructure.

**SUB\_07 Work in areas with existing Electricity Infrastructure**

Given there is electricity infrastructure in the area, it is the responsibility of the person/s completing any works around powerlines to understand their safety responsibilities. SafeWork NSW ([www.safework.nsw.gov.au](http://www.safework.nsw.gov.au)) has publications that provide guidance when working close to electricity infrastructure. These include the Code of Practice - Work near Overhead Power Lines and Code of Practice - Work near Underground Assets.



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### **Part E – During Construction**

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#### **DC\_05 Use of Power Tools - Residential and Village Areas**

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:

Monday to Friday:	7.00am to 6.00pm
Saturday:	7.00am to 5.00pm
Sunday:	No work
Public Holidays:	No work

*Reason: To ensure building works do not have adverse effects on the amenity of the area.*

#### **DC\_10 Contaminated, scheduled, hazardous or asbestos materials**

Should any contaminated, scheduled, hazardous or asbestos material be discovered before or during construction works, the owner, principal contractor or owner-builder must ensure the appropriate regulatory authority (for example: Office of Environment and Heritage, SafeWork NSW, Council, Fire and Rescue NSW) is notified, and that such material is contained, encapsulated, sealed, handled or otherwise disposed of the appropriate regulatory authority.

#### **DC\_11 Archaeology – Unexpected Finds**

If any Aboriginal object(s) is discovered and/or harmed in, or under the land, while undertaking the proposed development activities, the applicant must:

- Not further harm the object(s).
- Immediately cease all work at the particular location.
- Secure the area so as to avoid further harm to the Aboriginal object(s)
- Notify Heritage NSW as soon as practical by calling 131 555 or emailing: [info@environment.nsw.gov.au](mailto:info@environment.nsw.gov.au), providing any details of the Aboriginal object(s) and its location

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- Not recommence any work at the particular location unless authorised in writing by Heritage NSW.

All Aboriginal cultural heritage items must be mapped as polygons on all subdivision and operational plans to ensure these areas are not inadvertently impacted.

If harm to Aboriginal objects cannot be avoided, an application for an Aboriginal Heritage Impact Permit (AHIP) must be prepared and submitted to Heritage NSW before work may continue.

In the event that skeletal remains are unexpectedly encountered during the activity, work must stop immediately, the area secured to prevent unauthorised access and NSW Police and Heritage NSW contacted.

**DC\_18 Protecting Wastewater supply services**

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 immediately of any damage 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: It is in the public interest that the development works do not damage existing Council infrastructure. Section 4.15(e) of the Environmental Planning and Assessment Act 1979.*

**DC\_20 Protecting Water supply services**

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 immediately of any damage 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

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under the Local Government Act 1993.

*Reason: It is in the public interest that the development works do not damage existing Council infrastructure. Section 4.15(e) of the Environmental Planning and Assessment Act 1979.*

**DC\_23 Approved Plans on Site**

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.

**DC\_24 Public Access and Site Security**

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.

**DC\_26 Dust Control Measures**

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, All materials will be stored or stockpiled at the best locations,
- c) The surface should be dampened slightly to prevent dust from becoming airborne but should not be wet to the extent that run-off occurs,
- d) 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,
- e) All equipment wheels will be washed before exiting the site using manual or automated sprayers and drive-through washing bays,
- f) Gates will be closed between vehicle movements and will be fitted with

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shade cloth, and Cleaning of footpaths and roadways will be carried out regularly.

*Reason: to reduce impact on surrounding properties during construction.*

**DC\_26 Dust Control Measures**

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:

- g) 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,
- h) 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, All materials will be stored or stockpiled at the best locations,
- i) The surface should be dampened slightly to prevent dust from becoming airborne but should not be wet to the extent that run-off occurs,
- j) 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,
- k) All equipment wheels will be washed before exiting the site using manual or automated sprayers and drive-through washing bays,
- l) Gates will be closed between vehicle movements and will be fitted with shade cloth, and Cleaning of footpaths and roadways will be carried out regularly.

*Reason: to reduce impact on surrounding properties during construction.*

**DC\_30 Protection of Heritage Item**

The developer shall ensure that suitable protection measures, to the satisfaction of Council, are in place during subdivision work for protection of Heritage Item 57 (Hawthorn Hedge).

**PART I – SUBDIVISION ENGINEERING**

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**SUB\_08 Works as Executed Plans**

Upon completion of the subdivision works for each stage of the development, the developer shall provide Council with a complete set of plans of the works as constructed, detailing all variations from the approved plans and to the acceptance of the Council's Development Engineer.

The Works-As-Executed plans shall be submitted to Council in electronic format (.pdf) and must be prepared and certified by a Registered Surveyor or Chartered Professional Engineer and define the location of all water supply, sewerage and, stormwater infrastructure to the acceptance of the Council's Development Engineer.

*Reason: To ensure adequate records are made of systems installed.*

**SUB\_09 Separate Water and Sewerage Connections - Torrens Title Subdivision**

**Water** - The developer shall provide all necessary water supply reticulation works, property connections and associated facilities to service every lot in conformity with Council's "Snowy River" Development Design and Construction Specifications.

The developer shall construct a 150mm diameter water main from the 150mm diameter water main in <Insert Street>, <location> to the development site at no cost to Council.

*Note: Works in the public road reserve must not commence until a Section 138 (Roads Act 1993) Consent Notice has been approved and issued by Council.*

**Sewer** - The developer shall provide all necessary sewerage reticulation works, property connections and associated facilities to service every lot in conformity with Council's "Snowy River" Development Design and Construction Specifications.

A gravity sewerage system will only be permitted and such system shall service every lot in this development. A pumped sewerage system will not be permitted. Sewer mains shall be within the lots.

**Easement to Drain Sewer** - The plan of subdivision and Section 88B instrument shall establish suitable easements not less than 3.0 metres wide in favour of Council to contain all sewerage mains within lots in the subdivision.

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**SUB\_10 Electricity Service Easements**

As part of the subdivision, an easement/s are/is created for any existing electrical infrastructure. The easement/s is/are to be created using Essential Energy's standard easement terms current at the time of registration of the plan of subdivision.

**Note** - Any existing encumbrances in favour of Essential Energy (or its predecessors) noted on the title of the above property should be complied with.

**SUB\_11 Maintenance Period for Subdivision Works**

The developer shall carry out any maintenance works required to the completed subdivision works and shall rectify any defects becoming apparent within a period of twelve months after the date that Council accepts that the works have reached practical completion.

Prior to the release of the Subdivision Certificate, the developer shall provide Council with financial security (cash bond or unconditional bank guarantee) for compliance with this condition in an amount of five percent of the value of the subdivision works.

The developer shall pay to Council a Bond Administration Fee in accordance with Council's Fees and Charges.

**SUB\_12 Electricity Servicing**

Each allotment in the proposed subdivision shall be serviced with underground electricity at no cost to Council. A letter from Essential Energy advising that its requirements have been met (eg each proposed lot in the subdivision will be provided with an electricity connection at no cost to Council and no cost to the future lot owner) shall be sufficient to establish compliance with this condition.

**SUB\_13 Telecommunication Servicing**

The developer shall make arrangements for the provision of telephone services to each proposed lot in the subdivision at no cost to Council and no cost to the future lot owner. Prior to the endorsement of a subdivision certificate, the developer shall submit to the Principal Certifying Authority written notification from a recognized telecommunications carrier to confirm that arrangements have been undertaken to satisfy this condition.

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**SUB\_14 Storm Water Drainage – Council System**

The developer shall construct storm water drainage infrastructure to service each lot in the development in conformity with the standards set out in Council's "Snowy River Development Design and Construction Specifications".

Each lot, where possible, shall be connected to an underground piped drainage system and each lot shall be provided with a separate grated pit connection.

Lots 1 to 6 and Lot 28 shall not be directly connected to the Council table drain in Kosciuszko Road. A separate storm water drainage main within a 3.0m wide easement inside these lots shall be constructed.

The plan of subdivision shall include the creation of inter-allotment drainage easements as necessary to allow every lot to discharge storm water runoff from roof and paved areas to a public road or a Council controlled drainage system. The plan of subdivision shall include the creation of easements to drain water not less than 3.0 metres wide in favour of Council to provide for storm water drainage within the subdivision and generally as shown in the Approved Development Plan. Drainage works within these easements shall be designed and constructed in conformity with the standards set out in Council's "Snowy River Development Design and Construction Specifications".

**SUB\_15 Traffic Control**

The developer shall ensure that traffic control measures are implemented for all works within public roads in conformity with Traffic Control Plans prepared and approved by a competent person accredited by Transport for NSW. A traffic control plan prepared and approved by a competent person accredited by Transport for NSW must be submitted to Council for each stage of development if working on a public road prior to the issue of an approved subdivision works certificate.

**SUB\_19 Independent services**

Each lot shall be provided with independent services i.e. electricity, gas, telecommunications, sewer and water, and inter-allotment drainage, all in accordance with the requirements of the relevant authority.

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**SUB\_25 Owners Consent - Neighbouring Properties**

Evidence of owners consent shall be submitted to Council prior to the issue of a Subdivision Works Certificate for any works proposed on any lot not part of this application.

**SUB\_31 Water Servicing**

The developer shall provide all necessary water supply reticulation works, property connections and associated facilities to service every lot in conformity with Council's "Snowy River Development Design and Construction Specifications".

The water main shall be located on the "outer side" of Road 01 and connected to both the Kiparra Drive and Kosciuszko Road water mains.

Prior to the submission of the Subdivision Works Certificate application, the developer shall carry out a water network analysis to the satisfaction of Council and at no cost to Council to determine the sizing of each water main within the development.

**SUB\_32 Sewerage Servicing**

The developer shall provide all necessary sewerage reticulation works, property connections and associated facilities to service every lot in conformity with Council's "Snowy River Development Design and Construction Specifications".

All sewer mains shall be centrally located in a minimum 3.0 metre wide easement unless it is shared with a storm water service. A sewer main alignment along and within the road reserve will not be permitted.

Lots 1 to 6 and Lot 28 shall not be directly connected to the Council Sewer Main in Kosciuszko Road. A separate main within a 3.0m wide easement inside these lots shall be constructed.

A gravity sewerage system will only be permitted and such system shall service every lot in this development. A pumped sewerage system will not be permitted.

**SUB\_33 Reconfiguration of lots 26, 27 and 28**

Lot 28 shall be amended to include a 6.0m wide battle-axe handle from Road 01 for both vehicle access and provision for services. Lots 26 and 27 shall be



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amended if required to allow for adequate vehicular access and provision for services. The reconfiguration of all lots shall be completed to the satisfaction of Council prior to the submission of a Subdivision Works Certificate application.

**SUB\_35 Concrete footpath – internal**

The developer shall construct a concrete footpath for the entire length of one side of each street to the frontage of all lots. A concrete footpath shall be constructed from Road 01 along the proposed reserve to Kosciuszko Road. Design and construction shall be in conformity with the standards specified in Council's "Snowy River Development Design and Construction Specifications" to include the following:

- a) Concrete pavement not less than 1.2 metres wide
- b) Minimum concrete thickness 100 mm
- c) Minimum concrete strength grade 25 MPa
- d) Minimum reinforcement SL72 steel mesh

**SUB\_36 Concrete footpath – internal**

The developer shall construct a concrete footpath for the entire length of one side of each street as follows:

- a) Kiparra Drive from the end of the internal footpath in Road 02 to Hoskin Street
- b) Hoskin Street from Kiparra Drive to Mackay Street

Design and construction shall be in conformity with the standards specified in Council's "Snowy River Development Design and Construction Specifications" to include the following:

- a) Concrete pavement not less than 1.2 metres wide
- b) Minimum concrete thickness 100 mm
- c) Minimum concrete strength grade 25 MPa
- d) Minimum reinforcement SL72 steel mesh

Pedestrian refuges to the satisfaction of Council and with the endorsement of the Snowy Monaro Local Traffic Committee shall be constructed where the footpath crosses each road. A plan showing regulatory controls for the prioritisation of traffic at the "Y" junction in Kiparra Drive to the satisfaction of Council and with the endorsement of the Snowy Monaro Local Traffic Committee shall be implemented.

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**SUB\_37 Road construction – Road 01 and Road 02**

The plan of subdivision shall include the dedication of the proposed Road 01 and Road 02 and the unnamed road (between Lot 16 and Lot 17) as a public road, not less than 15.0 metres wide as shown on the Approved Development Plan. This road shall be constructed in conformity with Council's "Snowy River Development Design and Construction Specifications" to include the following:

- a) Construction of the full length of Road 01 and Road 02.
- b) Layback kerb and gutter along both sides with a width of 8.0 metres between nominal kerblines.
- c) Storm water and subsoil drainage works.
- d) A bitumen sealed road pavement extending for the full width between the kerbs and gutters.
- e) Grassing of footway areas and planting of street trees. A landscaping plan shall be submitted and approved by Council.

Erection of road name signs. The road name must be approved by Council in advance and must be shown on the final plan of subdivision.

**SUB\_38 Battle-axe driveway - single**

The developer shall provide a concrete driveway for the entire length of the access corridor to each battle-axe lot in conformity with Council's "Snowy River Development Design and Construction Specifications" , to include the following:

- a) Concrete pavement not less than 3.0 metres wide
- b) Minimum concrete thickness 150mm
- c) Minimum concrete strength grade 25MPa
- d) Minimum reinforcement SL72 steel mesh
- e) Concrete footpath crossover between kerblines and the road boundary
- f) Suitable storm water drainage.

**SUB\_39 Battle-axe driveway – dual (Lots 13 and 14)**

The developer shall provide a concrete driveway for the entire length of the access corridor to battle-axe lots in conformity with Council's "Snowy River Development Design and Construction Specifications" , to include the following:

- a) Concrete pavement not less than 3.0 metres wide
- b) Minimum concrete thickness 150mm
- c) Minimum concrete strength grade 25MPa
- d) Minimum reinforcement SL72 steel mesh
- e) Concrete footpath crossover between kerblines and the road boundary
- f) Suitable storm water drainage.

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The plan of subdivision and section 88B instrument shall establish reciprocal easements for access and services over the entire length of access corridors to adjoining lots.

**SUB\_40 Storm Water Detention**

An on-site storm water detention basin is to be installed on proposed Lot 28 as part of the development in accordance with Council's Development Control Plan and Council's Development Design and Construction Specifications. The detention basin shall be designed to cater for the runoff generated by the 1 in 100 year average recurrence interval rainfall event and a Section 88B instrument shall establish a suitable easement to the benefit of Council.

The detention system is to be designed and installed to limit storm water discharge to a rate no greater than the pre-development discharge rate and to the on-site detention requirements specified in Council's Development Control Plan and Council's Development Design and Construction Specifications.

Alternatively, the developer shall demonstrate to the satisfaction of Council and prior to the release of the Subdivision Works Certificate, a detention system is not required solely on Lot 28 but still meets the discharge to a rate no greater than the pre-development discharge rate.

**SUB\_41 Storm Water Drainage to Myack Creek**

The developer shall construct piped storm water drainage infrastructure from the development site to Myack Creek with provision for the 1 in 100 year average recurrence interval storm event contained in a swale or pipe system, in conformity with the standards set out in Council's "Snowy River Development Design and Construction Specifications".

**SUB\_42 Dedication of Public Reserve**

The developer shall dedicate to Council as public reserve (at no cost to Council) the section of land between Road 01 and Kosciuszko Road for the purposes of creating a major overland storm water drainage flow path and temporary access for emergency services vehicles. The public reserve shall be sufficiently wide to contain all services and temporary emergency access to the satisfaction of Council.

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**SUB\_43 Easement to Drain Sewage**

The plan of subdivision and Section 88B instrument shall establish suitable easements not less than 3.0 metres wide in favour of Council to contain all sewerage mains within lots in the subdivision.

**SUB\_44 Restriction on Use**

The developer shall ensure that the final plan of subdivision includes a restriction on use to exclude the development of any buildings or structures within 10m of the boundary of proposed lots 1 to 6 and 28 on the approved subdivision plans adjoining heritage item 57.

A Section 88B instrument shall be prepared to reflect this requirement and submitted for the approval of both Council prior to the release of the subdivision certificate.

**SUB\_44 Probable Maximum Flood affected Lots**

The developer shall provide appropriate building height controls on the title, being that a minimum floor levels for habitable rooms shall be specified on these lots; a minimum of 500 mm above the 1 % AEP flood profile, for each lot affected by the probable maximum flood in accordance with the findings provided in the Floodplain Risk Management Studies and Plans, Final Report, November 2020, by SMEC and GRC Hydro to the satisfaction of Council prior to the release of the Subdivision Certificate.

**SUB\_45 Probable Maximum Flood – Lot 28**

The developer shall raise the ground level of lot 28 to the probable maximum flood level in accordance with the findings provided in the Floodplain Risk Management Studies and Plans, Final Report, November 2020, by SMEC and GRC Hydro to the satisfaction of Council prior to the release of the Subdivision Works Certificate. The loss of any flood storage volume must be adequately compensated to the satisfaction of Council.

**Compliance Certificate Inspections (For information only - this is NOT a condition of consent)**

The developer must obtain a Compliance Certificate, from Council to demonstrate

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that all subdivision works have been completed. The subdivision works must be inspected by Council's inspector at each of the following stages of construction to confirm compliance with the standards set out in Council's Development Design and Construction Specifications.

- (a) After placement of all signs in accordance in with the approved Traffic Control Plan.
- (b) After stripping of topsoil from roads and fill areas, all Soil and Water Management Plan controls shall be in place at this stage.
- (c) After completion of road subgrade.
- (d) During field density testing, string line checking and proof rolling of the finished subgrade.
- (e) After placement of water service conduits prior to backfilling.
- (f) After placement and compaction of each layer of gravel pavement material.
- (g) During field density testing, string line checking and proof rolling of each finished gravel pavement layer.
- (h) During application of bitumen seal or asphaltic concrete wearing surface.
- (i) Prior to concrete pour and after boxing and placement of reinforcement has been completed of all concrete driveways including battle-axe driveways within properties.
- (j) After laying and jointing of all storm water pipelines prior to backfilling.
- (k) After completion of all storm water pits.
- (l) After laying and jointing of all water supply pipelines prior to backfilling and after installation of all water meters.
- (m) After laying and jointing of all sewerage pipelines prior to backfilling.
- (n) During pressure testing and disinfection of all water supply and service pipelines.
- (o) During pressure and ovality testing of all sewerage pipelines.
- (p) During testing of all sewer manholes.
- (q) After completion of works prior to acceptance and commencement of "on-maintenance" period.
- (r) During the "off-maintenance" period inspection.
- (s) As otherwise required to confirm that the works are satisfactorily executed

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and in conformity with environmental controls.

It should be noted that Council charges fees for inspections and Compliance Certificates. These fees must be paid prior to the endorsement of a Subdivision Certificate.

#### **PART J – AGENCY SPECIFIC CONDITIONS**

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##### **AS\_01 Agency Specific – Transport for NSW**

1. Vehicular and pedestrian access directly to the road reserve of Jindabyne/Kosciuszko Road from any proposed allotment within the subdivision is denied. A covenant shall be created, with the Council empowered to uplift, over all proposed allotments with a common boundary to the road reserve of Jindabyne/Kosciuszko Road denying vehicular and pedestrian access directly to the road reserve of Jindabyne/Kosciuszko Road.
2. Parking along the road reserve of Jindabyne/Kosciuszko Road shall be denied for the frontage of the development site to Jindabyne/Kosciuszko Road. Appropriate signposting shall be erected and maintained to enforce this restriction.
3. The proposed reserve between the proposed internal public road network and the road reserve of Jindabyne/Kosciuszko Road shall be to a maximum width of 6 metres.
4. As a minimum the intersection of Mackay Street with Jindabyne/Kosciuszko Road shall be designed and constructed to provide a sealed Basic Right Turn (BAR) and Basic Left Turn (BAL) treatment on Jindabyne/Kosciuszko Road in accordance with the Austroads Guide to Road Design as amended by the supplements adopted by Transport for NSW for the posted speed limit and to accommodate the design vehicle. Kosciuszko Road is an approved B-Double route.
5. The intersection of Mackay Street with Kosciuszko Road shall be designed and constructed so as not to interfere with the capacity of the current roadside drainage network and to prevent water from proceeding onto, or ponding within, the carriageway of the Kosciuszko Road.
6. Any damage or disturbance to the road reserve of Kosciuszko Road shall be restored to match surrounding landform in accordance with Council requirements. All redundant driveways or gates to Kosciuszko Road shall be removed and the site within the road reserve shall be reinstated to match the surrounding roadside landform in accordance with Council requirements.
7. A management plan to address construction activity, and associated access

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and parking, is to be prepared to ensure that suitable provision is available on site for all vehicles associated with the construction of the development to alleviate any need to park within, or load/unload from the road reserve of Kosciuszko Road. The storage of any material within the road reserve of Kosciuszko Road is denied. Appropriate signage and fencing is to be installed and maintained to effect this requirement.

8. Prior to the release of any Subdivision Works Certificate for the subdivision a strategic plan for the construction of the required intersection treatment at the intersection of Mackay Street with Kosciuszko Road shall be submitted to TfNSW for approval. The strategic design shall be prepared in accordance with;

<https://roads-waterways.uat.transport.nsw.gov.au/business-industry/partners-suppliers/documents/planning-principles/strategic-design-fact-sheet-02-2022.pdf>

9. Jindabyne/Kosciuszko Road is part of the State Road network. For works on the State Road network the developer is required to enter into a Works Authorisation Deed (WAD) with Transport for NSW before finalising the design or undertaking any work within or connecting to the road reserve. The applicant is to email [development.south.west@transport.nsw.gov.au](mailto:development.south.west@transport.nsw.gov.au) or contact the Team Leader for the South West Region on Ph. 02 69236611 for further detail.
10. All works undertaken within the road reserve of Jindabyne/Kosciuszko Road shall be located, designed and constructed in accordance with the requirements of Transport for NSW and the Austroads Guide to Road Design as amended by the supplements adopted by Transport for NSW for the posted speed limit and to cater for the largest size vehicle likely to access the site. The pavement standards for the works within Kosciuszko Road shall be in accordance with the requirements of Transport for NSW.
11. Prior to works commencing within the road reserve of Jindabyne/Kosciuszko Road the applicant must apply for and obtain approval under Section 138 of the Roads Act, 1993 from the road authority (Council) and concurrence from Transport for NSW. The developer is responsible for all public utility adjustment/relocation works, necessitated by the proposed development and as required by the various public utility authorities and/or their agents.
12. Construction of the required road works on Jindabyne/Kosciuszko Road shall be completed to the satisfaction of Transport for NSW prior to the release of the Survey Certificate for the subdivision.
13. Works associated with the development shall be at no cost to Transport for NSW.

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**AS\_02 Agency Specific – Essential Energy**

Essential Energy makes the following general comments:

1. If the proposed development changes, there may be potential safety risks and it is recommended that Essential Energy is consulted for further comment.
2. Any existing encumbrances/easements in favour of Essential Energy (or its predecessors) noted on the title of the above property should be complied with.
3. As part of the subdivision, easement/s are to be created for any existing electrical infrastructure, using Essential Energy's standard easement terms current at the time of registration of the plan of subdivision. Refer Essential Energy's Contestable Works Team for requirements via email [contestableworks@essentialenergy.com.au](mailto:contestableworks@essentialenergy.com.au).
4. Council should ensure that a Notification of Arrangement (confirming satisfactory arrangements have been made for the provision of power) is issued by Essential Energy with respect to all proposed lots which will form part of the subdivision, prior to Council releasing the Subdivision Certificate. It is the Applicant's responsibility to make the appropriate application with Essential Energy for the supply of electricity to the subdivision, which may include the payment of fees and contributions. Despite Essential Energy not having any safety concerns, there may be issues with respect to the subdivision layout, which will require Essential Energy's approval.
5. In addition, Essential Energy's records indicate there is electricity infrastructure located within the property and within close proximity to the property. Any activities within these locations must be undertaken in accordance with the latest industry guideline currently known as *ISSC 20 Guideline for the Management of Activities within Electricity Easements and Close to Infrastructure*. Approval may be required from Essential Energy should activities within the property encroach on the electricity infrastructure.
6. Prior to carrying out any works, a "Dial Before You Dig" enquiry should be undertaken in accordance with the requirements of Part 5E (Protection of Underground Electricity Power Lines) of the *Electricity Supply Act 1995 (NSW)*.
7. Given there is electricity infrastructure in the area, it is the responsibility of the person/s completing any works around powerlines to understand their safety responsibilities. SafeWork NSW ([www.safework.nsw.gov.au](http://www.safework.nsw.gov.au)) has publications that provide guidance when working close to electricity infrastructure. These include the *Code of Practice – Work near Overhead*



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*Power Lines and Code of Practice – Work near Underground Assets.*

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**PART K – PRIOR TO THE RELEASE OF THE SUBDIVISION CERTIFICATE**

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**SUB\_20 Utilities / Services – Electricity and Telecommunications**

Prior to the issue of the relevant Subdivision Certificate, the following written evidence of service provider requirements must be submitted to Council:

- a. Electricity Supply Authority – a Notice of Arrangement demonstrating that satisfactory requirements have been made to service the proposed development.
- b. Telecommunication Provider – a letter of consent demonstrating that satisfactory requirements have been made to service the proposed development.

Note - It is the Applicant's responsibility to make the appropriate application with Essential Energy for the supply of electricity to the subdivision, which may include the payment of fees and contributions.

**SUB\_21 Maintenance Period for Subdivision Works**

The developer shall carry out any maintenance works required to the completed subdivision works and shall rectify any defects becoming apparent within a period of twelve months after the date that Council accepts that the works have reached practical completion.

Prior to the release of the Subdivision Certificate, the developer shall provide Council with financial security (cash bond or unconditional bank guarantee) for compliance with this condition in an amount of five percent of the value of the subdivision works.

The developer shall pay to Council a Bond Administration Fee in accordance with Council's Fees and Charges.

**SUB\_22 Subdivision Certificate Application**

The developer is to submit to Council through the NSW Planning Portal a Subdivision Certificate application together with:

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- a) The original subdivision plan;
- b) Any required or relevant Section 88B instrument under the Conveyancing Act 1919;
- c) The applicable fee;
- d) Notice of Arrangement from a recognised telecommunications carrier certifying that telephone connection has been provided to the site;
- e) Notice of Arrangement from Essential Energy certifying that electricity connection has been provided to each lot ;
- f) Certificate from Snowy Monaro Regional Council certifying that all necessary and appropriate weed eradication work has been completed on all lots in the subdivision.
- g) A location map of all water meters on the site; and
- h) Details on all water meters on the newly created lots.

**SUB\_23 Section 7.11 Contributions**

The payment of contributions to Council is required to cater for the increased demand for infrastructure resulting from the approved development pursuant to Section 7.11 of the Environmental Planning and Assessment Act, 1979 and Council's adopted Contributions plans, the following contributions apply to the development:

Bushfire Services	\$ 6,882
Community Services and Facilities	\$ 23,717
Open Space and Public Art	\$ 5,735
Regional Waste	\$ 28,490
<b>Total</b>	<b>\$64,824.00</b>

The above contributions have been imposed in accordance with the Snowy River Development Contributions Plan 2008. The contribution is based on an additional thirty seven (37) residential allotments. Contributions will be reassessed at the time of payment in accordance with Council's adopted Fees and Charges and may be subject to an increase by CPI. The above-specified Contribution Plans may be inspected at Council offices

It is the responsibility of the Principal Certifying Authority that the nominated

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contributions have been paid to Council, prior to the issue of the Subdivision Certificate.

Reason: In accordance with Section 7.11 of the Environmental Planning and Assessment Act 1979 and Council's Contributions Plan"

**SUB\_24 Water and Sewer Contributions**

The developer shall submit to Council a Section 305 Compliance application (Water and Sewer Contributions) under Section 305 of the Water Management Act 2000 prior to the approval of any construction certificate. The developer must obtain a Compliance Certificate under Section 307 of the Water Management Act 2000 prior to the approval of any subdivision certificate.

**SUB\_24 Testing of Council Water and Sewer Infrastructure**

A subdivision certificate must not be issued until all sewer mains have been tested and all water mains have been tested and disinfected in accordance with Council's Development Design and Construction Specifications and to the satisfaction of Council.

**SUB\_26 Services**

Any adjustment or augmentation of any public utility services including gas, water, sewer, electricity, street lighting and telecommunications required as a result of the development must be at no cost to Council and undertaken prior to the issue of the relevant Subdivision Certificate .

**SUB\_27 Completion of Engineering Works**

The developer shall complete all engineering works in accordance with the conditions of this consent together with any necessary work to make the construction effective. The costs of all engineering works shall be fully borne by the applicant/developer and any damage to Council's assets shall be made good, prior to the issue of the Subdivision Certificate or commencement of the development.

**SUB\_30 Road Naming**

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The road names for each road in the subdivision are to be gazetted by the Geographical Names Board (GNB) and approved by Council prior to the release of the subdivision certificate. The approved road names are to be shown on the administration sheet accompanying the final subdivision certificate.

In choosing road names consideration should be given too:

- Geographical Names Board require naming to meet certain guidelines to be gazetted. Names should not be duplicated within a minimum of 30km and not include Alpine, Mountain, River or Snow/y
- No names of people or organisations
- Check names on the Geographical Names Board eligibility checker first found here <https://proposals.gnb.nsw.gov.au/public/road-names/evaluation>. If an problem is identified, the proposed name will not get gazetted by GNB
- provide a clear documented relevant connection to the local community

Should the name selected not be suitable for approval by Council and gazetting by GNB it will be rejected and the process will be delayed. SRMC can also provide name suggestions if that is preferred.

Please submit your proposal/s to SMRC including the relevance/background to the name and whether it has been evaluated by GNB

*Note – The approval of road names can be lengthy and Council recommends applicants commence this process at least 6 months prior to the finalisation of the subdivision so as not to delay the issue of the subdivision certificate.*

#### **SUB\_31 Street Numbers**

The street numbers for each lot in the subdivision are to be shown on the administration sheet accompanying the final plan of subdivision when lodged with the subdivision certificate. The subdivision certificate cannot be released until such time as the street numbers of each lot have been allocated and shown on the administration sheet.

Lot 1 – 1

Lot 20 – 39

Lot 2 – 3

Lot 21 – 41

Lot 3 – 5

Lot 22 – 43

Lot 4 – 7

Lot 23 – 45

SNOWY MONARO REGIONAL COUNCIL

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Lot 5 – 9	Lot 24 – 47
Lot 6 – 11	Lot 25 – 49
Lot 7 – 13	Lot 26 – 51
Lot 8 – 15	Lot 27 – 53
Lot 9 – 17	Lot 28 – 55
Lot 10 – 19	Lot 29 – 2
Lot 11 – 21	Lot 30 – 4
Lot 12 – 23	Lot 31 – 6
Lot 13 – 25	Lot 32 – 8
Lot 14 – 27	Lot 33 – 10
Lot 15 – 29	Lot 34 – 12
Lot 16 – 31	Lot 35 – 14
Lot 17 – 33	Lot 36 – 16
Lot 18 – 35	Lot 37 – 18
Lot 19 – 37	Lot 38 – 20

**SUB\_51 Screening Fence**

Prior to the submission of the Subdivision Works Certificate application, erect a uniform fence, to the satisfaction of Councils Heritage Advisor and at no cost to council, along the eastern boundary of lots 1 – 6 and 28.

**RELOCATION OF EXISTING DWELLING CONDITIONS**

**PART L – PRIOR TO THE RELEASE OF THE SUBDIVISION CERTIFICATE**

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**PCW\_01 Prior to the commencement of works**

No construction works approved by this consent are to commence unless the following have been satisfied:

- b) A Construction Certificate has been issued by a certifying authority.
- c) A Principal Certifying Authority has been appointed by the person having

SNOWY MONARO REGIONAL COUNCIL

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benefit of the development consent.

- d) A notice of commencement of building or subdivision works, and details of the appointed Principal Certifying Authority (in the event that Council is not appointed), are issued to Council at least 48 hours prior to the commencement of works.
- e) The Principal Certifying Authority is notified in writing of the name and contractor license number of the owner/builder intending to carry out the approved works.

**PCW\_17 Asbestos Hazard Management Strategy**

The preparation of an appropriate hazard management strategy by an asbestos consultant pertaining to the removal of contaminated soil, encapsulation or enclosure of any asbestos material is required. This strategy shall ensure any such proposed works involving asbestos are carried out in accordance with the WorkCover Authority's "Guidelines for Practices Involving Asbestos Cement in Buildings". The strategy shall be submitted to the Principal Certifying Authority prior to the commencement of any works.

The approved strategy shall be implemented and a clearance report for the site shall be prepared by a NATA accredited hygienist and submitted to the Principal Certifying Authority prior to the issue of an Occupation Certificate or commencement of the development. The report shall confirm that the asbestos material has been removed or is appropriately encapsulated and that the site is rendered suitable for the development. All demolition, removal and disposal works are to be undertaken in accordance with AS 2601-2001.

The developer/applicant shall ensure that all demolition, removal and disposal works containing asbestos are undertaken in accordance with Work Cover NSW requirements and be undertaken by a licensed contractor with the appropriate Work Cover license. Receipts for disposal are to be submitted to the Consent Authority confirming disposal of waste materials (including asbestos materials) is undertaken at a NSW Department of Climate Change licensed landfill facility or other appropriately licensed landfill facility.

*Reason: To ensure adequate environmental protection measures are implemented during the development of the site.*

**POC\_01 Occupation Certificates**

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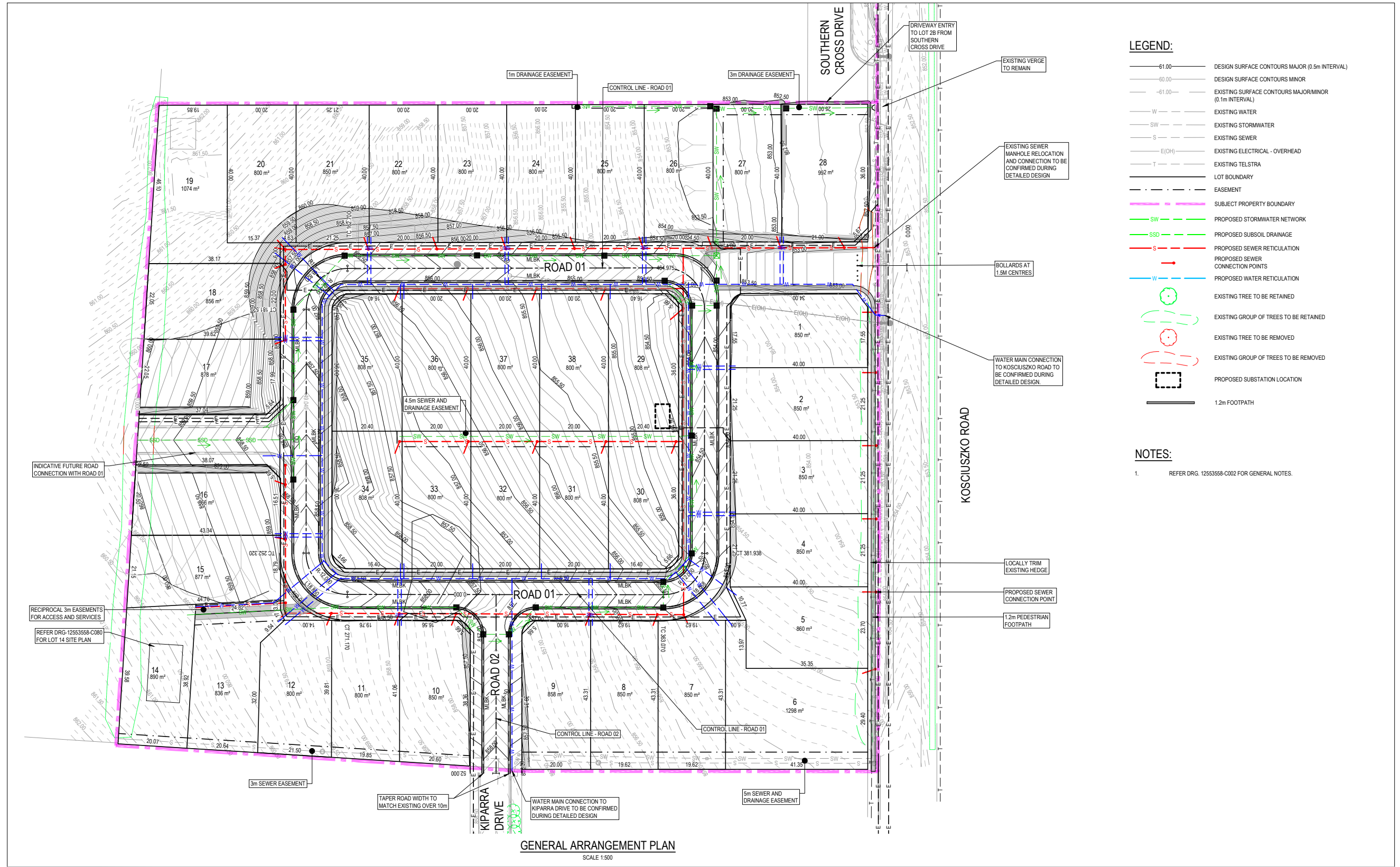
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The owner, principal contractor or owner-builder must meet all costs associated with the foregoing conditions which must be completed prior to the issue of the relevant Occupation Certificate, unless otherwise stated.

**OU\_01 Occupation Certificate to be submitted**

An Occupation Certificate must be obtained from the Principal Certifying Authority and a copy submitted to Council (if Council is not the Principal Certifying Authority) prior to the commencement of occupation, or use of the whole or any part of a new building, an altered portion of, or an extension to an existing building

*Reason: It is in the public interest that an Occupation Certificate be issued prior to occupation of the building. Section 4.15(1)(e) of the Environmental Planning and Assessment Act 1979, as amended.*



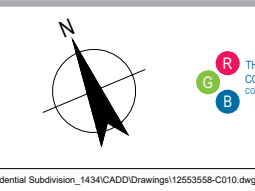
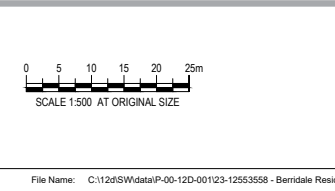
GENERAL ARRANGEMENT PLAN  
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B	PRELIMINARY ISSUE	MD*	GP*	22.11.21
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Plot Date: 7 February 2022 - 12:23 PM Plotted by: Madis Downes



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Project	RESIDENTIAL SUBDIVISION OF LOT 1 DP932240
Project No.	12553558
Status	PRELIMINARY

Drawing Title	GENERAL ARRANGEMENT PLAN	Size	A1
Drawing No.	12553558-C010	Rev	C





**NORTH ELEVATION**  
SCALE 1:200



**WEST ELEVATION - LOOKING NORTH**  
SCALE 1:200



**WEST ELEVATION - LOOKING SOUTH**  
SCALE 1:200



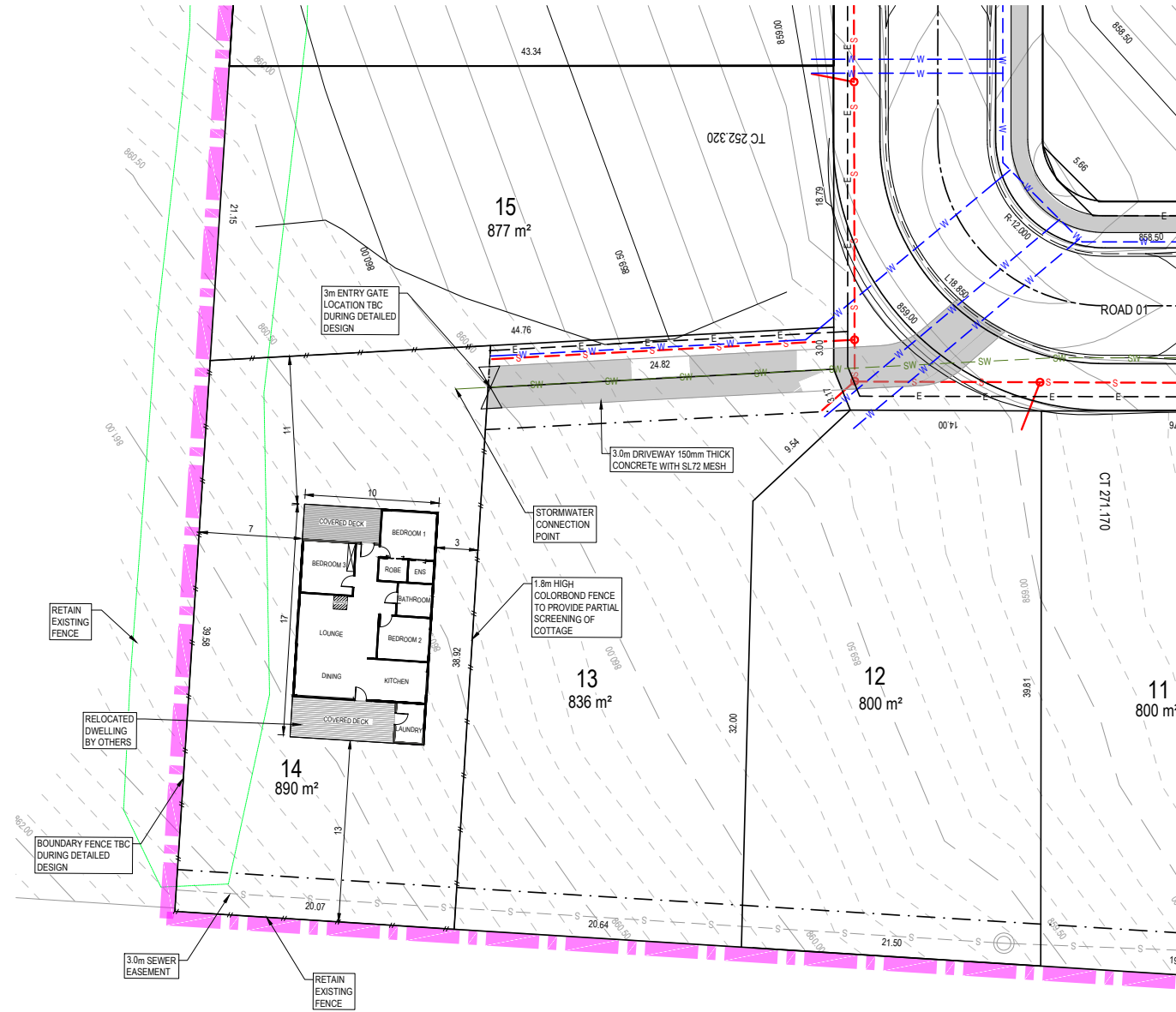
**SOUTH ELEVATION**  
SCALE 1:200



**EAST ELEVATION - LOOKING NORTH**  
SCALE 1:200



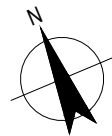
**EAST ELEVATION - LOOKING SOUTH**  
SCALE 1:200



**LOT 14 SITE PLAN**  
SCALE 1:200

- NOTES:**
1. REFER DRG. 12553558-C080 FOR GENERAL NOTES.
  2. REFER DRG. 12553558-C010 FOR LEGEND.
  3. HATCHED NOTES PROPOSED WORK OF RELOCATED DWELLING, LANDSCAPING AND PLANTING TBC DURING DETAILED DESIGN. DISTURBED AREAS TO BE REINSTATED AND GRAZED.

Rev	Description	MD*	JW*	07.02.22
A	PRELIMINARY ISSUE			
Author	E. HALLARE	Drafting Check		
Designer	T. BECKMANS	Design Check		



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Project	RESIDENTIAL SUBDIVISION OF LOT 1 DP932240
Project No.	12553558
Status	PRELIMINARY

Drawing Title  
LOT 14 PLAN

Drawing No.  
12553558-C080

Size  
A1  
Rev  
A



# Berridale Residential Subdivision

## Draft Traffic Assessment

Ausland Developments Pty Ltd

28 January 2022

→ The Power of Commitment

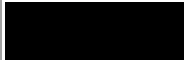
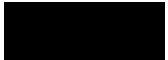
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# 1. Introduction

GHD has been commissioned by Ausland Developments Pty Ltd to undertake a Traffic Assessment to support the development application for the proposed Berridale Residential Subdivision (referred to henceforth as the subdivision).

The subdivision is proposed to provide 38 low density residential lots.

The purpose of this Traffic Assessment is to quantify the impacts of the subdivision on the adjoining road network.

## 1.1 Site location

The proposed subdivision is located on Lot 1 DP 932240, Kosciuszko Road, Berridale, as displayed in Figure 1.



Figure 1 Subdivision subject site

## 1.2 Assumptions

This report is based on the following:

- The trip characteristics of the subdivision were based on rates in the TfNSW *Technical Direction TDT 2013/04a Guide to Traffic Generating Developments Updated traffic surveys*
- Traffic data was sourced from a tube count on Kosciuszko Road in proximity to the proposed subdivision.
- Traffic distribution assumptions as outlined in the assessment were made in relation to the traffic patterns identified from the tube count.

- No assessment of traffic impact during the construction period of the subdivision has been undertaken.
- The conditions of the surrounding network were based on information supplied by the publicly available traffic surveys and Google Maps / Street view. These have not been confirmed by a site inspection by GHD personnel.
- An annual growth rate of two percent has been applied to the count station volumes to determine the 2031 background traffic volumes.
- It has been assumed that all residential trips will be:
  - 80 percent outbound and 20 percent inbound in the AM peak hour.
  - 80 percent inbound and 20 percent outbound in the PM peak hour.
- It has been assumed that in peak periods:
  - 60 percent of trips will access/egress the subdivision to/from the north.
  - 40 percent of trips will access/egress the subdivision to/from the south.

### 1.3 Report structure

The Traffic Assessment is structured as follows:

- Section 1 Introduction
- Section 2 Existing conditions
- Section 3 Traffic impact assessment
- Section 4 Summary and conclusions

## 2. Existing conditions

### 2.1 Road hierarchy

Functional road classification involves the relative balance of mobility and access functions. TfNSW defines four levels in a typical functional road hierarchy, ranking from high mobility and low accessibility, to high accessibility and low mobility. These road classes are:

**Arterial Roads** – generally controlled by TfNSW, typically no limit in flow and designed to carry vehicles long distance between regional centres.

**Sub-Arterial Roads** – can be managed by either TfNSW or local council. Typically, their operating capacity ranges between 10,000 and 20,000 vehicles per day, and their aim is to carry through traffic between specific areas in a subregion or provide connectivity from arterial road routes (regional links).

**Collector Roads** – provide connectivity between local roads and the arterial road network and typically carry between 2,000 and 10,000 vehicles per day.

**Local Roads** – provide direct access to properties and the collector road system and typically carry between 500 and 4,000 vehicles per day.

### 2.2 Kosciuszko Road

Kosciuszko Road (refer to Figure 2) is a sub-arterial road that passes through the towns of Berridale and Jindabyne and provides access to the Kosciuszko National Park.

In proximity to the proposed subdivision, Kosciuszko Road has the following key features, as outlined in Table 1.

Table 1 Kosciuszko Road key features

Feature	Description
<b>Carriageway</b>	A single travel lane in either direction separated by line marking.
<b>Parking</b>	No on-street parking is available
<b>Speed Limit</b>	60 km/h
<b>Pedestrian Facilities</b>	No dedicated facilities
<b>Bicycle Facilities</b>	No dedicated facilities
<b>Public Transport</b>	A bus stop is provided on Kosciuszko Road, approximately 400 metres south of the subject site.





Figure 2 Kosciuszko Road looking north from the subject site

## 2.3 Kiparra Drive

Kiparra Drive is a local road located to the south of the subject site (refer to Figure 1). The subdivision proposes to provide a road that will link into Kiparra Drive.

Kiparra Drive has the following key features, as outlined in Table 2 and Figure 3.

Table 2 Kiparra Drive key features

Feature	Description
<b>Carriageway</b>	A single travel lane in either direction.
<b>Parking</b>	On-street parking is available
<b>Speed Limit</b>	50 km/h
<b>Pedestrian Facilities</b>	No dedicated facilities
<b>Bicycle Facilities</b>	No dedicated facilities
<b>Public Transport</b>	No dedicated facilities



Figure 3 Kiparra Drive looking north towards the subject site

Source: Google Maps

## 2.4 MacKay Street

MacKay Street is a collector road located to the south of the subject site that intersects Kosciuszko Road at a priority controlled intersection (refer to Figure 1).

MacKay Street has the following key features, as outlined in Table 3 and Figure 4.

Table 3 MacKay Street key features

Feature	Description
<b>Carriageway</b>	A single travel lane in either direction.
<b>Parking</b>	On-street parking is available
<b>Speed Limit</b>	50 km/h
<b>Pedestrian Facilities</b>	A concrete footpath is provided on the southern side of MacKay Street
<b>Bicycle Facilities</b>	No dedicated facilities
<b>Public Transport</b>	No dedicated facilities



Figure 4 Mackay Street looking towards Kosciuszko Road

Source: Google Maps

## 2.5 Traffic data

### 2.5.1 Volumes

GHD commissioned Trans Traffic Data Pty Ltd to undertake automatic tube counts on Kosciuszko Road at the frontage to the subdivision for a week-long period between 2<sup>nd</sup> August 2021 and 9<sup>th</sup> August 2021.

The average weekday hourly traffic volumes are displayed in Figure 5.

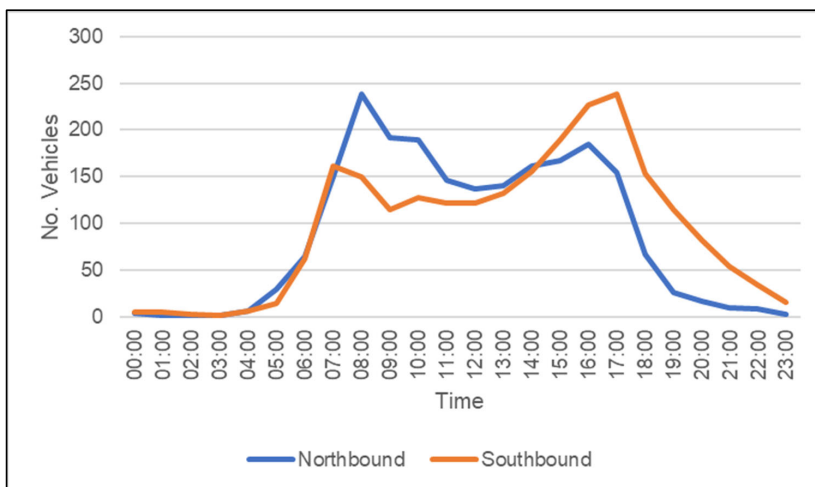


Figure 5 Average weekday traffic volumes on Kosciuszko Road

The data in Figure 5 indicates that:

- The peak morning weekday traffic volumes occur between 8:00 am – 9:00 am with 238 northbound and 150 southbound vehicles.
- The peak afternoon weekday traffic volumes occur between 4:00 pm – 5:00 pm with 185 northbound and 227 southbound vehicles.

Heavy vehicles constitute approximately 12 percent of the overall traffic volumes on Kosciuszko Road.

The TfNSW *Guide to Traffic Generating Developments (2002)* specifies that for rural roads with a single travel lane in each direction, level terrain and approximately 15 percent heavy vehicles have a mid-block capacity (to a LOS D) of up to 1,410 vehicles<sup>1</sup> (bi-directional traffic).

The available traffic data indicates Kosciuszko Road is currently operating within the acceptable limits of its mid-block capacity.

## 2.5.2 Speeds

The tube counts recorded the speeds of vehicles on Kosciuszko Road within the 60 km/h zone.

The bidirectional average speed and 85<sup>th</sup> percentile speed (the speed at which 85 percent of vehicles will be travelling at or below) is displayed in Figure 6.

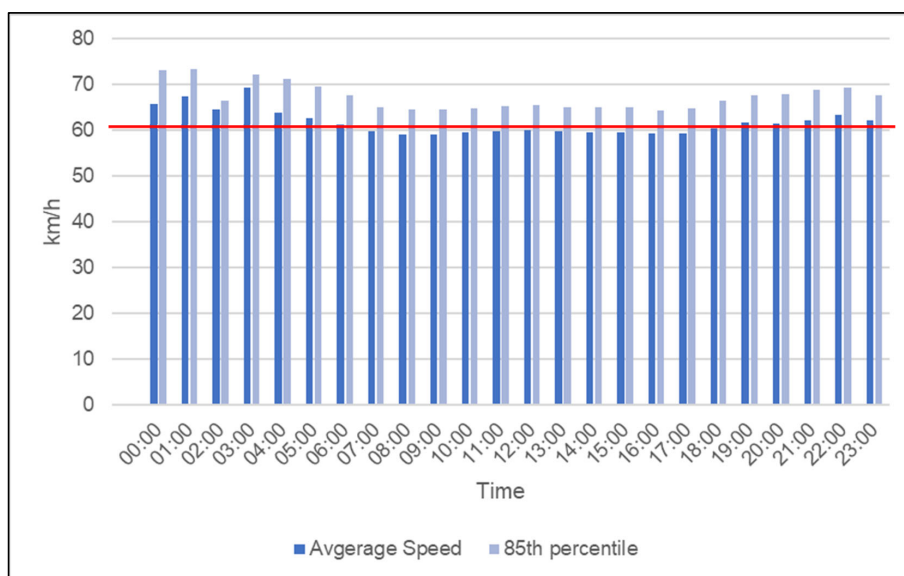


Figure 6 Speed data on Kosciuszko Road

The data in Figure 6 indicates that:

- On average, vehicles typically travel at 61.8 km/h.
- Between 7:00 am – 7:00 pm on average, vehicles travel beneath the speed limit
- Over the course of a 24 hour period, the 85<sup>th</sup> percentile speed exceeds the designated speed limit on Kosciuszko Road by 2.3 km/h – 13.4 km/h.
- The highest vehicle speeds on Kosciuszko Road occur between 10:00 pm – 5:00 am.

The traffic survey outputs are included in Appendix A.

<sup>1</sup> As detailed in Table 4.5 of the TfNSW Guide to Traffic Generating Developments (2002)

## 2.6 Crash data

A review of crash data provided from the Transport for NSW Centre for Road Safety website has been undertaken. The review is based on five years of data (2015-2019) for roads within the vicinity of the subject site.

The available data indicates that there has been one crash on Kosciuszko Road, consisting of a head-on collision between two vehicles in 2018, which resulted in two serious injuries (refer to Figure 7).

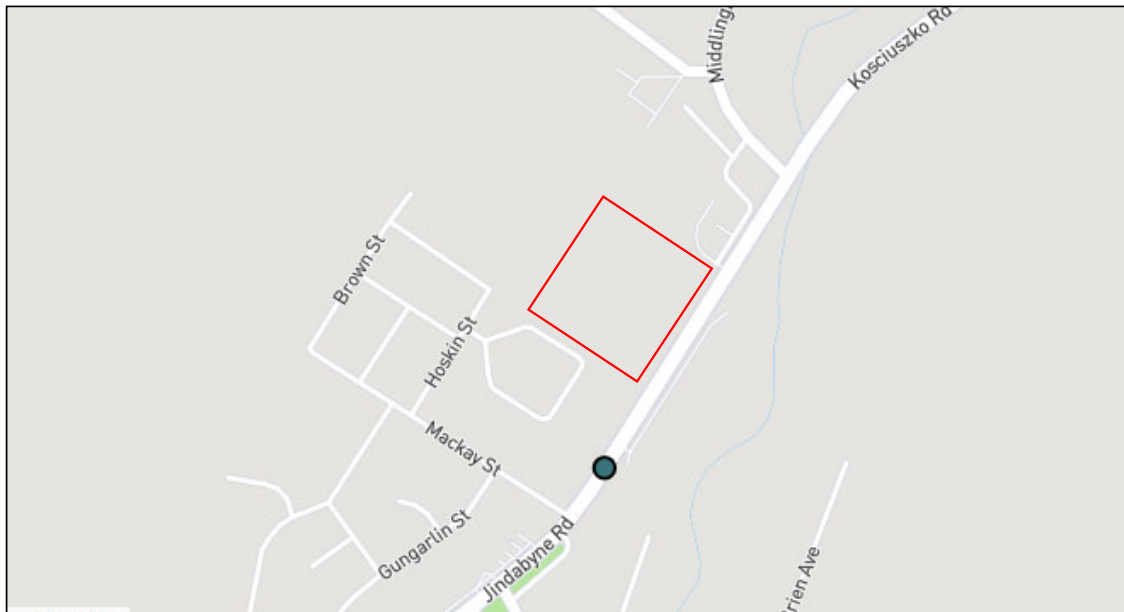


Figure 7 Crash location

Source: Transport for NSW Centre for Road Safety

### 3. Traffic impact assessment

#### 3.1 Overview

The Berridale Residential Subdivision will provide 38 low density residential lots, as displayed in Figure 8.

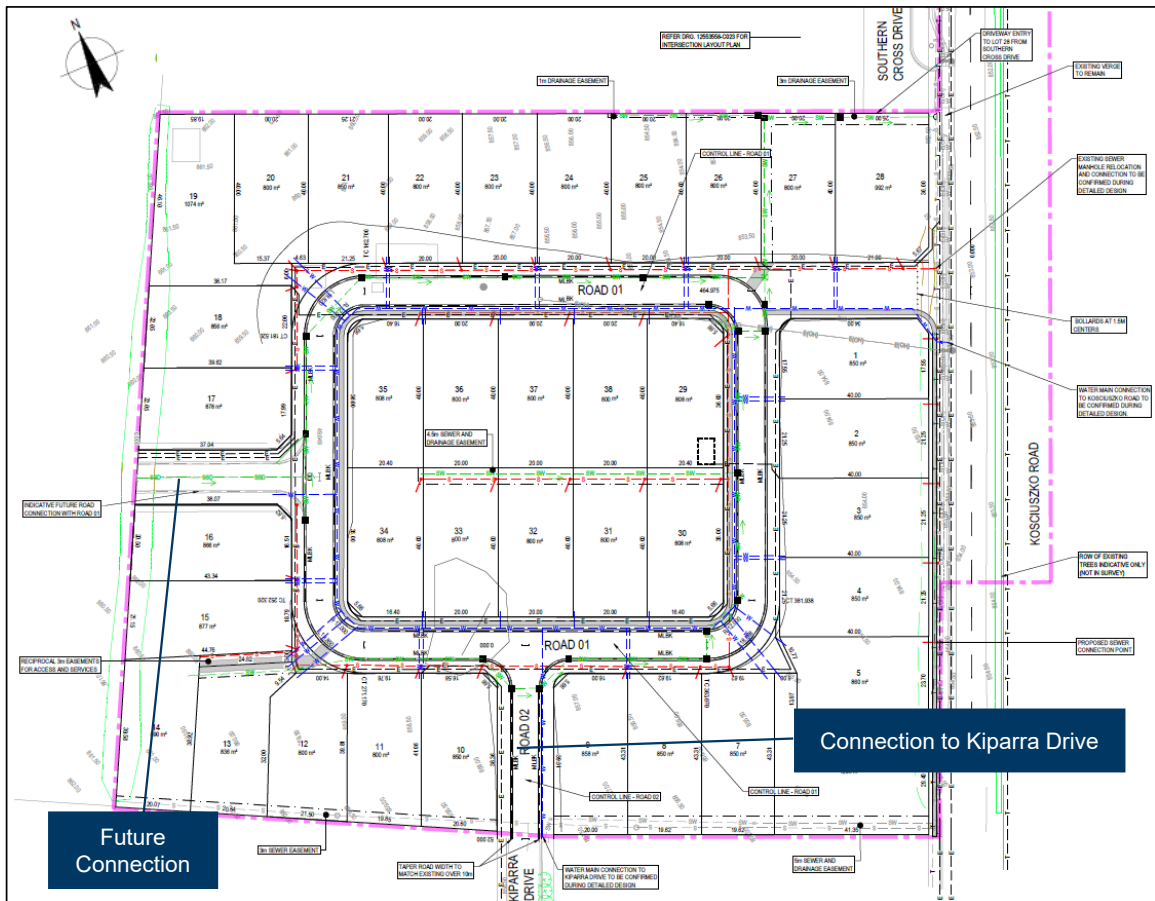


Figure 8 Proposed subdivision

#### 3.2 Access arrangements

Access to the proposed subdivision will be provided via a link through to Kiparra Drive. It has been assumed that vehicles will access/egress Kosciuszko Road via Kiparra Drive, Hoskins Street and MacKay Street, as displayed in Figure 9.



Figure 9 Access arrangements for subdivision

Kosciuszko Road is straight and flat and provides good visibility to vehicles accessing/egressing it from MacKay Street.

For the purposes of analysis, it has been assumed that the individuals residing in the lots shown in Figure 10 currently access/egress their dwellings via Mackay Street and Kosciusko Road.

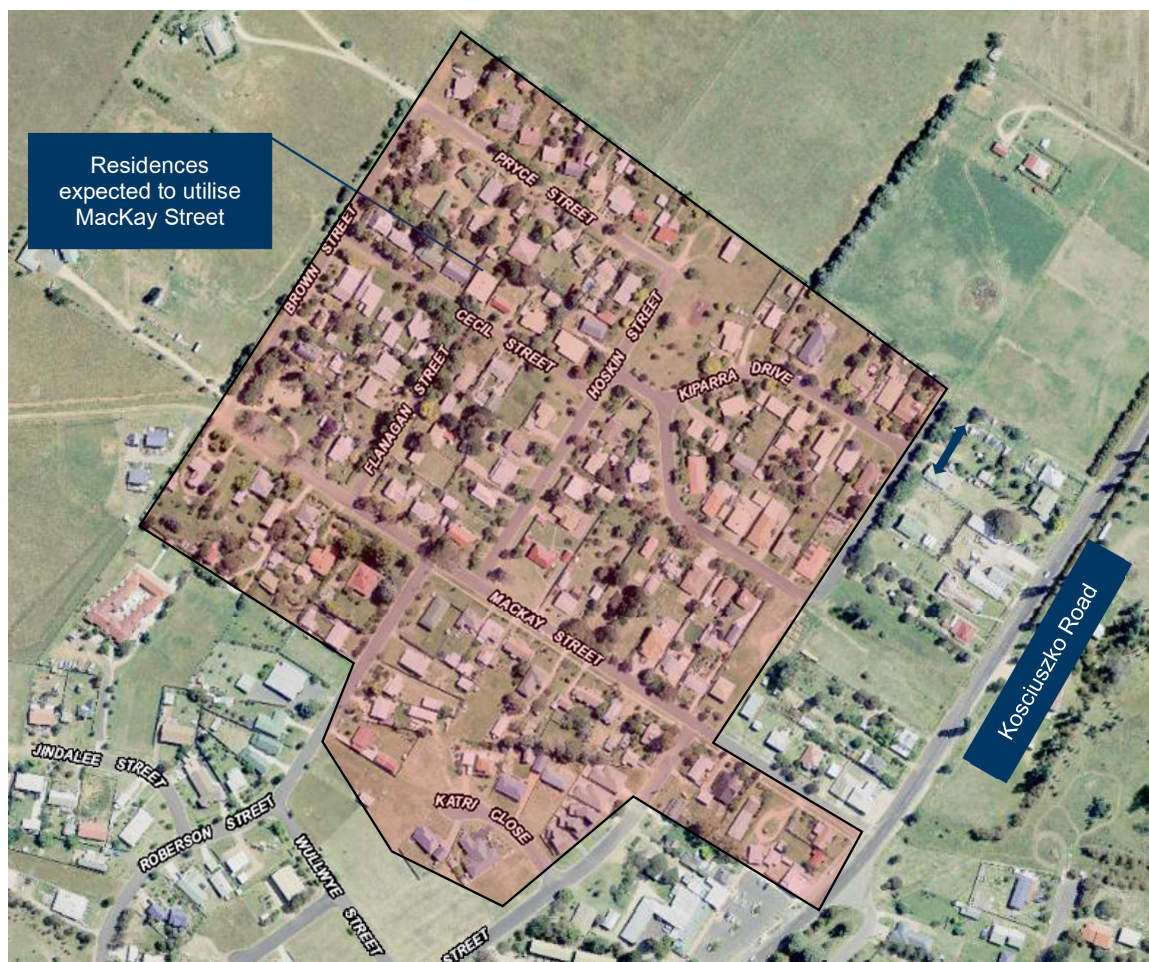


Figure 10 Residential lots expected to use new access/egress via MacKay Street and Kosciuszko Road

A total of 142 residential lots are located in the area displayed in Figure 10.

### 3.3 Trip generation

The TfNSW *Technical Direction TDT 2013/04a Guide to Traffic Generating Developments Updated traffic surveys* specifies the following trip generation rates for rural low density dwellings:

- AM peak hour, average rate of 0.71 tips per dwelling
- PM peak hour, average rate of 0.78 tips per dwelling

Based on these rates, the 142 residential lots accounted for in Figure 10 are expected to generate:

- 101 trips in the AM peak hour
- 110 trips in the PM peak hour

Additionally, the proposed subdivision is expected to generate:

- 27 trips in the AM peak hour
- 30 trips in the PM peak hour

For the purposes of analysis, it has been assumed that all residential trips will be:

- 80 percent outbound and 20 percent inbound in the AM peak hour.
- 80 percent inbound and 20 percent outbound in the PM peak hour.



These trip volumes generated by the subdivision are considered minor, on average approximately one additional vehicle per two minutes on the surrounding road network. As outlined in section 2.5, there is sufficient capacity within the road network on Kosciuszko Road to cater for such minor increases and such traffic volume is expected to be within typical daily fluctuations of traffic volumes on Kosciuszko Road.

There is also an allowance of a future connection in the event of additional subdivision expansion along the western boundary of the subject site (refer to Figure 1 and Figure 8). No allowance has been made for trip generation in relation to potential future subdivision expansion along the western boundary, as such extent is not defined at this time.

### 3.4 Trip distribution

The trip distribution for vehicles accessing/egressing the subdivision has been based on the outputs of the tube counts. The tube count data indicates that traffic volumes on Kosciuszko Road are “tidal”, predominantly northbound in the AM peak hour and southbound in the PM peak hour.

For the purposes of analysis, it has been assumed that in peak periods:

- 60 percent of trips will access/egress the subdivision to/from the north.
- 40 percent of trips will access/egress the subdivision to/from the south.

The trips associated with the subdivision and the 142 residences displayed in Figure 10 at the intersection of MacKay Street and Kosciuszko Road are displayed in Figure 11.

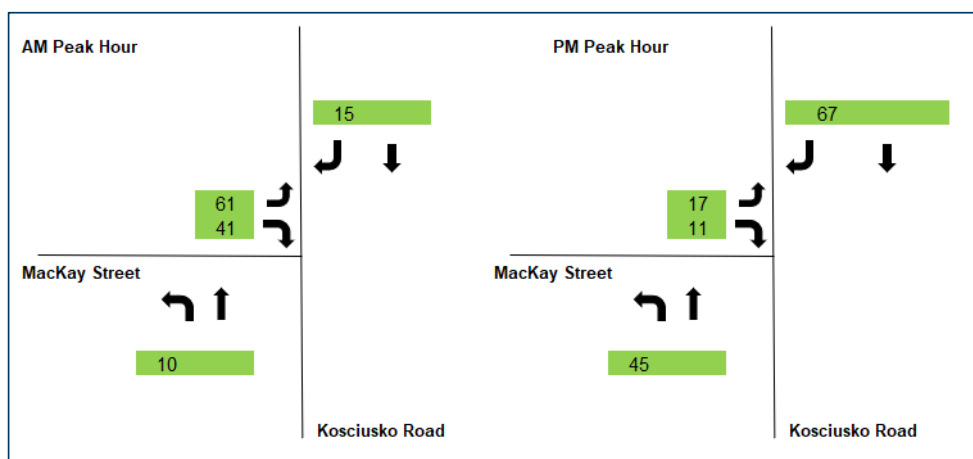


Figure 11 Traffic volumes at the subdivision access road

### 3.5 Traffic volumes

An annual growth rate of two percent <sup>2</sup> has been applied to the tube count data to determine the expected 2031 traffic volumes, (accounting for a ten-year horizon) along Kosciuszko Road.

The expected 2031 background traffic volumes on the Kosciuszko Road and the trips associated with the proposed subdivision and adjoining residential area are displayed in Figure 12, based on the assumptions adopted. Additionally, it has been assumed that 12 percent of vehicles on Kosciuszko Road are trucks.

<sup>2</sup> A two percent growth rate is consistent with the data in the Jindabyne Special Activation Precinct Report

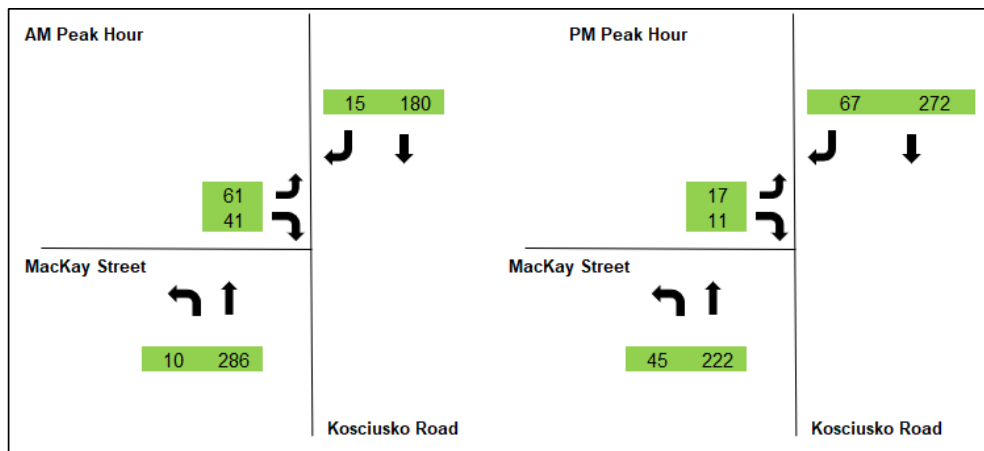


Figure 12 2031 Road network traffic volumes

### 3.6 Impact assessment

The performance of an existing road network is largely dependent on the operating performance of key intersections, which are critical capacity control points on the road network. SIDRA 9.0 intersection modelling software was used to assess the proposed peak hour operating performance of the intersection of Kosciuszko Road and MacKay Street.

The criteria for evaluating the operational performance of intersections are provided by the Guide to Traffic Generating Developments (Roads and Maritime Services, 2002) and reproduced in Table 4. The criteria for evaluating the operational performance of intersections are based on a qualitative measure (i.e. Level of Service), which is applied to each band of average vehicle delay.

Table 4 Level of service criteria for intersections

Level of Service	Average Delay per Vehicle (seconds/veh)	Traffic Signals, Roundabouts	Give Way & Stop Signs
A	< 14	Good operation	Good operation
B	15 to 28	Good with acceptable delays & spare capacity	Acceptable delays & spare capacity
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Operating near capacity	Near capacity & accident study required
E	57 to 70	At capacity; at signals, incidents will cause excessive delays. Roundabouts require other control modes	At capacity, requires other control mode
F	> 70	Over Capacity Unstable operation	Over Capacity Unstable operation

Source: Guide to Traffic Generating Developments (Roads and Maritime Services 2002)

The layout of the intersection of MacKay Street and Kosciuszko Road, as modelled in SIDRA, is displayed in Figure 13.

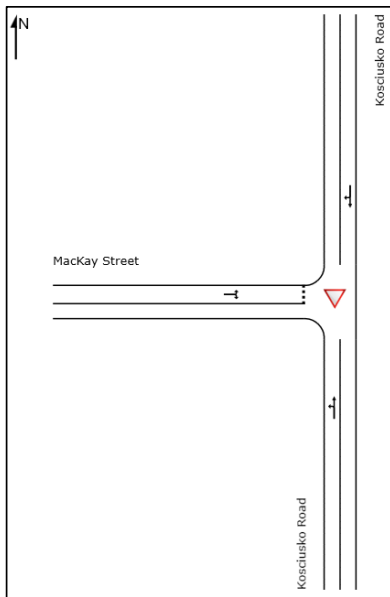


Figure 13 Kosciuszko Road and MacKay Street intersection layout

The results of the SIDRA intersection modelling analysis, based on the 2031 traffic volumes and current road geometry, are summarised in Table 5.

Table 5 2031 intersection performance – Kosciuszko Road and MacKay Street

Intersection	AM Peak			PM Peak		
	Av Delay (sec)	LOS	95 <sup>th</sup> % Queue (m)	Av Delay (sec)	LOS	95 <sup>th</sup> % Queue (m)
<b>Kosciuszko Road - south</b>	0.2	A	0	1.0	A	0
<b>Kosciuszko Road - north</b>	0.6	A	1	1.6	A	4
<b>MacKay Street</b>	6.2	A	3	6.2	A	1
<b>Total</b>	1.4	A	-	1.5	A	

The SIDRA analysis indicates that the intersection Kosciuszko Road and MacKay Street is expected to operate with a good level of service (LoS), at LoS A in the 2031 horizon year, during the weekday AM and PM peak periods.

As detailed in Section 3.3, there is an allowance of a future connection in the event of additional subdivision expansion along the -western boundary of the subject site.

The outputs of the 2031 SIDRA intersection analysis indicates that the intersection of Kosciuszko Road and MacKay Street has significant capacity to accommodate further residential growth in the future. Traffic impact assessment for future developments of other sites is outside the scope of this report. While this report concludes that there is the capacity to accommodate further developments in the road catchment to Mackay Street, the assessment of the impact of additional traffic generated rests with the developers of those sites.

The SIDRA outputs are included in Appendix B.

## 4. Summary and conclusion

GHD has been commissioned by Ausland Developments Pty Ltd to undertake a Traffic Assessment to support the development application for the proposed Berridale Residential Subdivision.

The subdivision is proposed to provide 38 low density residential lots.

Using the maximum rates to provide a robust assessment, the subdivision is expected to generate:

- 27 trips in the AM peak hour
- 30 trips in the PM peak hour

These trip volumes generated are considered minor with less than one additional vehicle per minute on the surrounding road network. There is sufficient capacity within the road network on Kosciuszko Road to cater for such minor increases and such traffic volumes are expected to be within typical daily fluctuations of traffic volumes on Kosciuszko Road.

Access to the proposed subdivision will be provided via a link through to Kiparra Drive. It has been assumed that vehicles will access/egress Kosciuszko Road via Kiparra Drive, Hoskins Street and MacKay Street, as displayed in Figure 9.

For the purposes of analysis, it has been assumed that the individuals residing in the 142 lots shown in Figure 10 currently access/egress their dwellings via Mackay Street and Kosciuszko Road.

GHD commissioned Trans Traffic Data Pty Ltd to undertake automatic tube counts on Kosciuszko Road at the frontage to the subdivision for a week long period between 2<sup>nd</sup> August 2021 and 9<sup>th</sup> August 2021.

SIDRA intersection analysis has been undertaken for the intersection of Kosciuszko Road and MacKay Street, accounting for the proposed subdivision, 142 lots currently expected to traverse the intersection and a two percent annual growth rate on Kosciuszko Road.


The SIDRA analysis indicates that the intersection Kosciuszko Road and MacKay Street is expected to operate with a good level of service (LoS), at LoS A in the 2031 horizon year, during the weekday AM and PM peak periods.

Further, the existing intersection and road network have the capacity to accommodate further residential growth in the area in the future.

# Appendix A

## Traffic Survey Data

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site [Back to Site Summary Page](#)

Direction

Day

Hour Start	Total Vehicles	Average Speed	85th percentile	Modal Speed	Minimum Speed	Maximum Speed	Standard Deviation
00:00	8	65.8	72.4	67	43.2	95.8	6.8
01:00	7	68.9	75.0	66	52.6	93.9	7.4
02:00	3	67.2	69.3	68	48.6	97.0	2.7
03:00	3	69.5	72.3	70	52.9	87.6	3.0
04:00	11	64.0	70.8	64	37.4	89.6	6.5
05:00	41	63.0	69.6	62	34.9	88.7	6.9
06:00	135	61.1	67.0	60	37.4	87.5	6.4
07:00	344	59.8	64.9	59	31.5	89.6	5.8
08:00	394	59.3	64.5	58	27.9	88.0	5.7
09:00	330	59.2	64.6	58	18.8	86.5	5.9
10:00	352	59.4	64.7	59	17.9	89.8	6.2
11:00	314	59.6	65.0	59	20.9	86.0	6.2
12:00	281	60.0	65.6	59	29.6	85.4	6.2
13:00	303	59.7	65.1	59	26.7	88.0	6.1
14:00	359	59.6	65.1	59	29.8	90.1	6.1
15:00	405	59.8	65.1	58	26.0	88.5	5.9
16:00	467	59.4	64.4	58	16.6	86.3	5.6
17:00	450	59.5	64.8	58	26.3	88.7	6.1
18:00	237	60.6	66.8	59	35.7	89.8	6.9
19:00	134	61.5	67.4	60	39.8	86.5	7.0
20:00	89	61.5	67.4	61	40.6	90.0	6.6
21:00	53	61.9	68.2	60	38.3	86.5	6.5
22:00	36	62.6	68.3	61	41.6	86.0	6.1
23:00	16	61.7	66.5	60	33.2	90.0	5.1
<b>Summary</b>	<b>4772</b>	<b>61.9</b>	<b>67.3</b>	<b>61</b>	<b>16.6</b>	<b>97.0</b>	<b>6.0</b>

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Jindabyne Rd

Direction  ▼

[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	8/2/2021	8/3/2021	8/4/2021	8/5/2021	8/6/2021	8/7/2021	8/8/2021	Total	Average	Total	Average	Total	Average
AM Peak	08:00	08:00	08:00	08:00	08:00	10:00	11:00	N/A	08:00	N/A	08:00	N/A	10:00
PM Peak	16:00	14:00	16:00	17:00	16:00	17:00	16:00	N/A	16:00	N/A	16:00	N/A	16:00
00:00	5	9	9	10	11	9	9	62	9	44	9	18	9
01:00	2	8	12	5	10	12	5	54	8	37	7	17	9
02:00	0	4	3	5	8	4	3	27	4	20	4	7	4
03:00	4	3	4	3	3	2	5	24	3	17	3	7	4
04:00	12	15	14	8	10	8	6	73	10	59	12	14	7
05:00	47	43	41	39	47	42	29	288	41	217	43	71	36
06:00	123	105	131	130	147	150	178	964	138	636	127	328	164
07:00	305	294	303	287	366	424	437	2416	345	1555	311	861	431
08:00	344	353	351	393	499	422	395	2757	394	1940	388	817	409
09:00	277	285	293	265	414	382	415	2331	333	1534	307	797	399
10:00	298	294	283	278	436	427	453	2469	353	1589	318	880	440
11:00	259	254	245	247	336	385	471	2197	314	1341	268	856	428
12:00	295	238	240	216	306	314	363	1972	282	1295	259	677	339
13:00	269	246	251	263	329	319	452	2129	304	1358	272	771	386
14:00	286	344	275	321	359	374	564	2523	360	1585	317	938	469
15:00	359	291	318	337	475	388	673	2841	406	1780	356	1061	531
16:00	383	330	386	406	558	425	791	3279	468	2063	413	1216	608
17:00	366	339	320	413	531	481	702	3152	450	1969	394	1183	592
18:00	161	188	178	215	359	253	318	1672	239	1101	220	571	286
19:00	86	88	108	150	273	121	127	953	136	705	141	248	124
20:00	48	72	63	100	214	62	62	621	89	497	99	124	62
21:00	31	27	46	75	140	38	23	380	54	319	64	61	31
22:00	20	31	37	58	65	27	18	256	37	211	42	45	23
23:00	14	9	12	27	29	12	15	118	17	91	18	27	14
<b>Total</b>	<b>3994</b>	<b>3870</b>	<b>3923</b>	<b>4251</b>	<b>5925</b>	<b>5081</b>	<b>6514</b>	<b>33558</b>	<b>4794</b>	<b>21963</b>	<b>4392</b>	<b>11595</b>	<b>5805</b>
<b>% Heavy</b>	<b>12.49%</b>	<b>12.38%</b>	<b>12.82%</b>	<b>11.10%</b>	<b>11.49%</b>	<b>7.83%</b>	<b>7.23%</b>	<b>10.44%</b>		<b>11.99%</b>		<b>7.49%</b>	



# Appendix B

## SIDRA Outputs

**MOVEMENT SUMMARY**

Site: [MacKay and Kosciuszko - 2031 AM Peak (Site Folder: General)]

New Site  
 Site Category: (None)  
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h ]	[ HV ] %	[ Total veh/h ]	[ HV ] %	v/c	sec		[ Veh. ]	[ Dist ] m				km/h
South: Kosciuszko Road														
1	L2	10	0.0	11	0.0	0.168	5.6	LOS A	0.0	0.0	0.00	0.02	0.00	58.1
2	T1	286	10.0	301	10.0	0.168	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	59.7
Approach		296	9.7	312	9.7	0.168	0.2	NA	0.0	0.0	0.00	0.02	0.00	59.7
North: Kosciuszko Road														
8	T1	180	10.0	189	10.0	0.114	0.1	LOS A	0.1	1.0	0.08	0.05	0.08	59.2
9	R2	15	0.0	16	0.0	0.114	6.7	LOS A	0.1	1.0	0.08	0.05	0.08	52.9
Approach		195	9.2	205	9.2	0.114	0.6	NA	0.1	1.0	0.08	0.05	0.08	58.7
West: MacKay Street														
10	L2	61	0.0	64	0.0	0.108	5.7	LOS A	0.4	2.8	0.41	0.64	0.41	48.7
12	R2	41	0.0	43	0.0	0.108	7.1	LOS A	0.4	2.8	0.41	0.64	0.41	48.3
Approach		102	0.0	107	0.0	0.108	6.2	LOS A	0.4	2.8	0.41	0.64	0.41	48.5
All Vehicles		593	7.9	624	7.9	0.168	1.4	NA	0.4	2.8	0.10	0.14	0.10	57.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).  
 Vehicle movement LOS values are based on average delay per movement.  
 Minor Road Approach LOS values are based on average delay for all vehicle movements.

**MOVEMENT SUMMARY**

Site: [MacKay and Kosciuszko - 2031 PM Peak (Site Folder: General)]

New Site  
 Site Category: (None)  
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h ]	[ HV ] %	[ Total veh/h ]	[ HV ] %	v/c	sec		[ Veh. ]	[ Dist ] m				km/h
South: Kosciuszko Road														
1	L2	45	0.0	47	0.0	0.152	5.6	LOS A	0.0	0.0	0.00	0.10	0.00	57.4
2	T1	222	10.0	234	10.0	0.152	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	58.9
Approach		267	8.3	281	8.3	0.152	1.0	NA	0.0	0.0	0.00	0.10	0.00	58.7
North: Kosciuszko Road														
8	T1	272	10.0	286	10.0	0.206	0.4	LOS A	0.6	4.4	0.19	0.13	0.19	58.1
9	R2	67	0.0	71	0.0	0.206	6.7	LOS A	0.6	4.4	0.19	0.13	0.19	52.0
Approach		339	8.0	357	8.0	0.206	1.6	NA	0.6	4.4	0.19	0.13	0.19	56.8
West: MacKay Street														
10	L2	17	0.0	18	0.0	0.030	5.3	LOS A	0.1	0.7	0.35	0.58	0.35	48.7
12	R2	11	0.0	12	0.0	0.030	7.5	LOS A	0.1	0.7	0.35	0.58	0.35	48.3
Approach		28	0.0	29	0.0	0.030	6.2	LOS A	0.1	0.7	0.35	0.58	0.35	48.6
All Vehicles		634	7.8	667	7.8	0.206	1.5	NA	0.6	4.4	0.12	0.14	0.12	57.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).  
 Vehicle movement LOS values are based on average delay per movement.  
 Minor Road Approach LOS values are based on average delay for all vehicle movements.



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## Statement of Environmental Effects

Proposed Subdivision Creating 38 Residential Lots

Lot 1 DP 932240

Kosciuszko Road Berridale



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## INTRODUCTION

Snowy Passive Co. has been commissioned by Ausland Developments Pty Ltd to prepare a statement of Environmental Effects (SoEE) for a subdivision creating thirty-eight (38) residential lots at 10 Jindabyne Road, Berridale.

This SoEE has been prepared pursuant to Clause 50 and Part 1 of Schedule 1 of the Environmental Planning & Assessment Regulation 2000 and is provided in the following format.

- **Section 2** of this report provides a description of the subject site and its locality.
- **Section 3** outlines the proposed development.
- **Section 4** details the planning framework applicable to the subject site and proposed development.
- **Section 5** identifies the impacts of the proposed development.
- **Section 6** provides a conclusion to the SoEE.

## THE SITE & ITS LOCALITY

### THE SITE

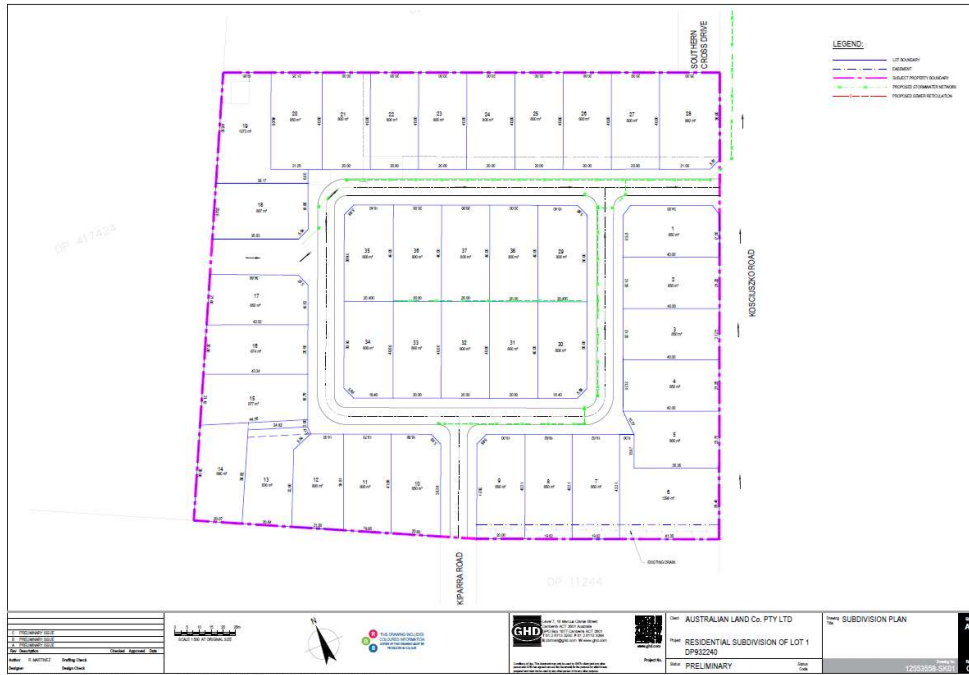
The site is known as Lot 1 of Deposited Plan 932240, 10 Jindabyne Road Berridale. It is located on the Western side of Kosciuszko Road Berridale, Approximately 100m south of the intersection between Kosciuszko Road and Middlingbank Road.

The subject site to this application is 4.023ha in area. The applicant is retaining the existing fibre dwelling on the site and it will be sited within a newly created allotment. The application is to create 38 residential allotments ranging in size from 800m<sup>2</sup> – 1298m<sup>2</sup> and internal roads linking with Kosciuszko road, Kiparra Road and the farmland behind to plan for future residential lot subdivision of the farmland to the West.

The site is within a transitioning area from Residential development to Rural within the Berridale area. The site currently contains a fibro dwelling, outbuildings. A mix of native vegetation predominately grasses exists on the site which is currently used as equine grazing land.

### THE LOCALITY

The site is located within the Berridale Village Centre and is subject to the controls in Snowy River Local Environment Plan 2013 and Snowy River Development Control Plan 2013. The locality predominantly comprises of existing rural holdings to the East, West & North with the exclusion of the 'Snowgate Motel' to the North. To the South of the site is the township of Berridale.



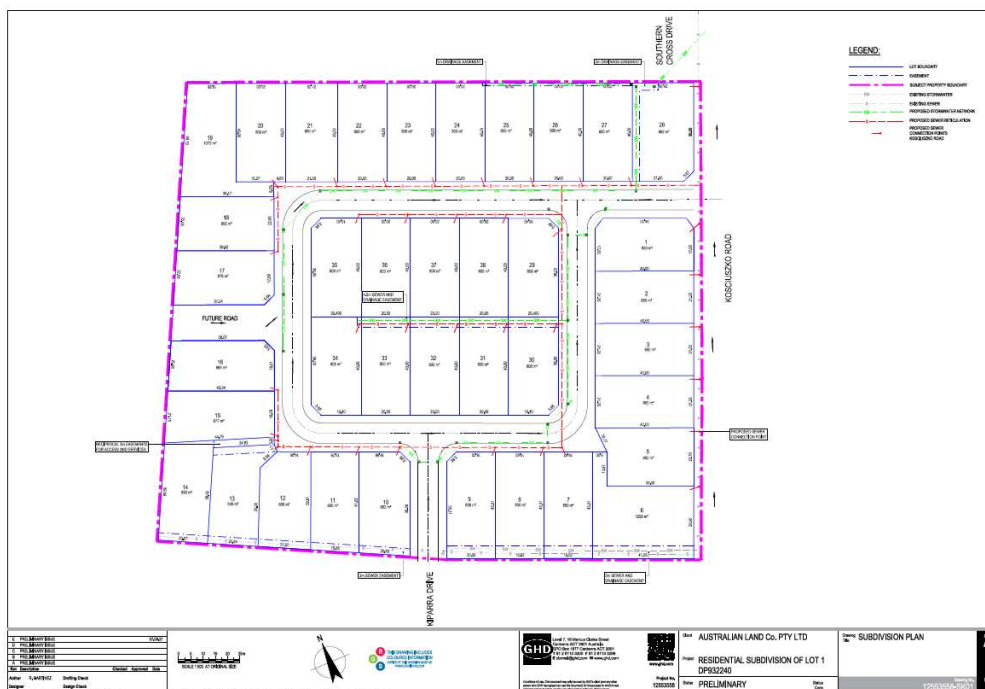


## THE DEVELOPMENT

### DEVELOPMENT DESCRIPTION

The proposed development comprises of a 38 lot Torrens title subdivision and associated site works.

The subdivision is of lot 1 DP 932240. The proposed lots range in area from 800m<sup>2</sup> to 1296m<sup>2</sup>. Below provides an extract of the plan of subdivision for the site.



Each lot will be provided with access to drainage and sewerage easements as shown on the plan.

Civil works associated with the proposal comprise of the following:

- Drainage & sewerage works including the following inter-allotment easements;
  - 4.5m wide combined drainage and sewerage easement burdening lots 30-34
  - 3m wide drainage easement burdening lot 28
  - 1m wide drainage easement burdening lots 24-27
  - 3m wide sewerage easement burdening lots 10-14
  - 5m wide combined drainage and sewerage easement burdening lots 6-9
- Adjustments/ augmentation of existing services;
- Minor earthworks;
- Construction of a new loop road and links to the South- East onto Kosciuszko road, South- West onto Kiparra Drive & a future subdivision to the North- West
- Retaining walls.

All 38 lots will be accessed off the road created as part of this subdivision.

## STATUTORY PLANNING FRAMEWORK

### OBJECTS OF THE EP&A ACT

In New South Wales (NSW), the relevant planning legislation is the Environmental Planning & Assessment Act 1979 (EP&A Act). The EP&A Act instituted a system of environmental planning and assessment in NSW and is administered by the Department of Planning, Industry & Environment (DPIE). In 2017, the Act was amended to provide a range of updated objects. The objects of the EP&A Act are:

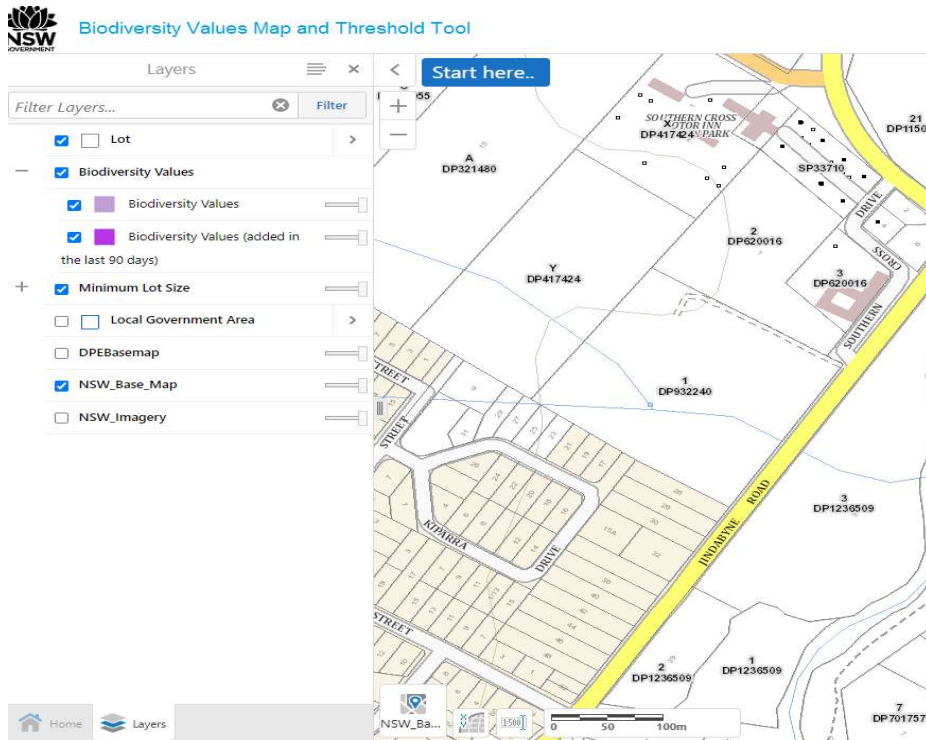
- (a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources,*
- (b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,*
- (c) to promote the orderly and economic use and development of land,*
- (d) to promote the delivery and maintenance of affordable housing,*
- (e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,*
- (f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),*
- (g) to promote good design and amenity of the built environment,*
- (h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,*
- (i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,*
- (j) to provide increased opportunity for community participation in environmental planning and assessment.*

The proposed development is not considered to be antipathetic to any of the above objects.

### SECTION 1.7

Section 1.7 of the EP&A Act requires consideration of the Biodiversity Conservation Act 2016 (BC Act). Part 7 of the BC Act relates to an obligation to determine whether a proposal is likely to significantly affect a threatened species. The entire area of the subject site is clear of any biodiversity

significance as set out below in the Snowy River LEP terrestrial biodiversity mapping & the NSW biodiversity values map.



NSW Biodiversity Values Map Tool.



Terrestrial Biodiversity & Riparian Lands & Watercourses mapping. Source: Planning Portal.

### **SUBORDINATE LEGISLATION**

The EP&A Act facilitates the preparation of subordinate legislation, consisting of:

- Environmental Planning Instruments (EPIs) (including State Environmental Planning Policies(SEPP), Local Environment Plans (LEP) and deemed EPIs; and
- Development Control Plans (DCP)

In relation to the proposed development the relevant subordinate legislations includes:

- Snowy River Local Environment Plan 2013
- Snowy River Development Control Plan 2015
- State Environmental Planning Policy No.55 – Remediation of Land

### **INTEGRATED DEVELOPMENT**

Section 4.46 of the EP&A Act states development requiring consent and another activity approval is defined as Integrated Development. The proposed development does not trigger any of the requirements listed under Section 4.46 of the EP&A Act, therefore the development is not categorised as integrated development.

## ENVIRONMENTAL PLANNING INSTRUMENTS

### Snowy River Local Environment Plan 2013

#### Zoning & Permissibility

The lot is zoned RU5 Village, subdivision for the purpose of residential development is permissible.

##### Zone RU5 Village

###### 1 Objectives of zone

- To provide for a range of land uses, services and facilities that are associated with a rural village.
- To protect and conserve the historical significance, character and scenic quality of rural village settings.
- To encourage and provide opportunities for population and local employment growth.
- To ensure that development in village areas is compatible with the environmental capability of the land, particularly in terms of the capacity of the land to accommodate on-site effluent disposal.

###### 2 Permitted without consent

Home occupations

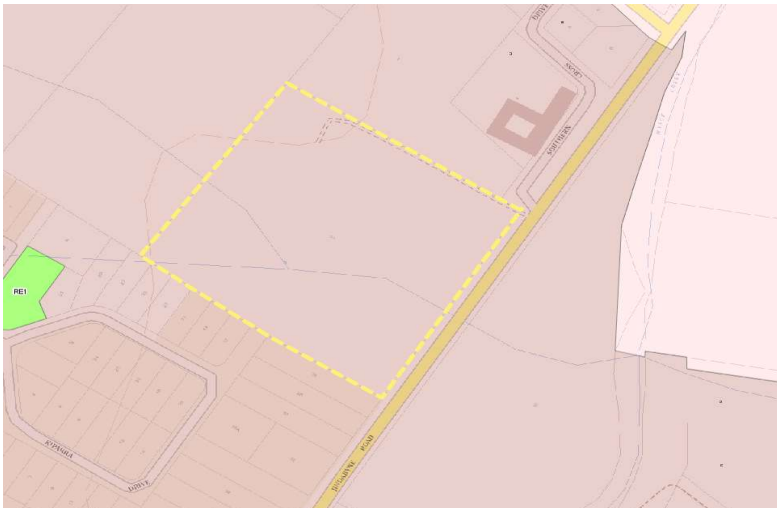
###### 3 Permitted with consent

Building identification signs; Business identification signs; Centre-based child care facilities; Community facilities; Dwelling houses; Light industries; Liquid fuel depots; Neighbourhood shops; Oyster aquaculture; Places of public worship; Recreation areas; Recreation facilities (indoor); Recreation facilities (outdoor); Respite day care centres; Roads; Schools; Tank-based aquaculture; Any other development not specified in item 2 or 4

###### 4 Prohibited

Air transport facilities; Airstrips; Animal boarding or training establishments; Biosolids treatment facilities; Cemeteries; Correctional centres; Crematoria; Electricity generating works; Forestry; Heavy industrial storage establishments; Helipads; Highway service centres; Home occupations (sex services); Industries; Intensive livestock agriculture; Livestock processing industries; Mortuaries; Open cut mining; Pond-based aquaculture; Recreation facilities (major); Resource recovery facilities; Restricted premises; Roadside stalls; Rural workers' dwellings; Sewage treatment plants; Sex services premises; Signage; Stock and sale yards; Waste disposal facilities; Water supply systems

Snowy River LEP RU5 zoning

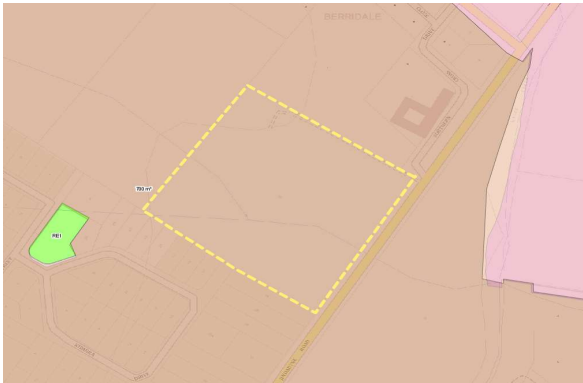


Zoning Map. Source: Planning Portal

**Clause 4.1- Minimum Subdivision Lot Size**

Clause 4.1 of the Snowy River LEP established the minimum lot size of lots resulting from a subdivision. The minimum area of any lot is to not be less than that shown on the lot size map for the subject site. The Snowy River LEP specifies that the minimum lot size for lots created on the subject site is not to be less than 700m<sup>2</sup>.

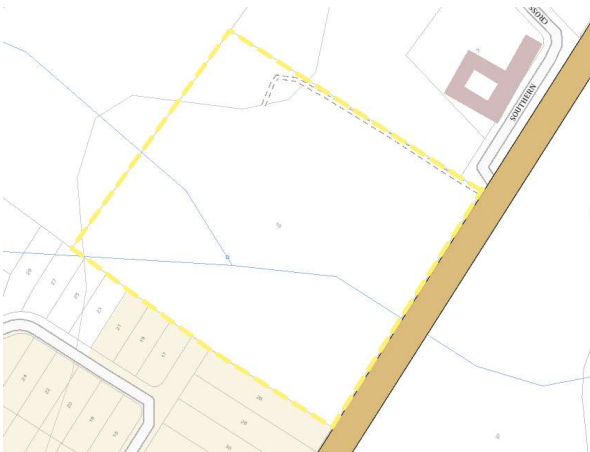
The proposed subdivision proposes lot sizes to be between 800m<sup>2</sup> and 1298m<sup>2</sup> therefore the proposal complies with Clause 4.1.



Minimum Lot Size Map – 700m<sup>2</sup> minimum. Source: Planning Portal

**Clause 5.10 Heritage Conservation**

The site does not contain and heritage items, is not within close proximity to any State heritage items and is not within a Heritage Conservation Area. The proposal complies with Clause 5.10 of the Snowy River LEP. Whilst the property does not contain any heritage items the adjoining Jindabyne Road in Berridale is listed as a locally significant heritage item 'Cultural streetscape'. Listed as 'Jindabyne Road, Berridale, cultural streetscape, item number 57' in the Snowy River LEP. See appendix Heritage Impact Statement.



Heritage Map. Source: Planning Portal

**Clause 6.1 Public Utility Infrastructure**

Clause 6.1 of the Snowy River LEP established the consent authority must be satisfied any public utility infrastructure which is essential for the proposed development is available or arrangements have been made to make it available. The documents submitted accompanying this development application demonstrate water, sewer and power can be made available to the subject site by extending the existing network.

**Snowy River Development Control Plan 2015**

**A2 5.1 what is required for a subdivision application**

Clause A2 5.1 of the Snowy River DCP set out what is to be lodged with the development application for subdivision works.

This report and other reports/ plans lodged with this application satisfy all the requirements of this clause.

**B2 Berridale Village Plan**

*Snowy River DCP B2 (2) Berridale Village contains the Vision for the Berridale Village and development within the precinct.*

*As a key feature the Vision recognises the role of open space, landscaping and a connected and attractive 'heart' as being central to both permanent residents and visitors.*

*The Vision is broad and attempts to incorporate the variety of views expressed by the community. The Vision to maintain Berridale as an attractive and vibrant place to live underpins the Berridale Village Plan.*

*"Berridale.... A place to call home A place for a holiday A place with heart This means: We will continue to create an attractive village with a vibrant commercial core enhanced by landscaping. We will develop and enhance a network of trails and open spaces and connect the commercial core and precincts within our village. We achieve this by fostering a cohesive community and celebrating our village. These elements are key to the success of our village as a home, a destination and a workplace."*

The proposed subdivision satisfies the Berridale village plan key elements and community values. The subdivision and associated street trees and future landscaping on individual lots will enhance the streetscape thus making it an attractive gateway to the mountains at the heart of the village.

The proposed subdivision by providing a range of options for housing and different accommodation types for tourists and residents alike with the range of lot sizes proposed allowing for a range of built form proposals subject to individual development applications.

**C1 Subdivision requirements**

Clause C1 of the Snowy River Development Control Plan sets out the design criteria for proposed subdivisions. Below table highlights these criteria and compliance.

Solar access to and from the site	Complies.
Views to and from the site	Complies.
Privacy (Acoustic and visual)	Complies.
Overshadowing	Complies.
Vegetation removal required	Complies.  There is minimal natural vegetation onsite as the land is currently utilised for hobby farming purposes and is heavily grazed by livestock.



Excavation & fill required	Complies. There is minimal excavation and fill required
Effluent disposal techniques	Complies. The proposed subdivision is to be linked in the existing town sewerage system.
Access to water	Complies. The proposed lots are to be connected to the existing town water supply.
Stormwater disposal, including impacts on upstream and downstream properties, waterways and lakes	Complies. Each lot will have access to a connection point to connect into the local drainage system. In addition to this future dwellings will need to manage surface water adequately to ensure they do not impact upon adjoining land.
Easements, rights of carriageway and access arrangements	Complies. Several easements for drainage, sewerage etc are to be created as part of this subdivision. See development description for further details.
Prevailing winds	Complies.
Pedestrian and vehicle access	Complies. See traffic report which indicated required works to achieve a satisfactory level of vehicular access.
Significant noise sources on or around the site	Complies.
Contaminated soils	Complies. There is no indications of the site being contaminated
Location and height of neighbouring buildings	Complies.
Heritage features of the site and adjoining sites	See appendix for Heritage Impact Statement
Surface levels of the land and adjoining sites	Complies.
Levels of existing road pavement, gutter and footpath	Complies.
Bushfire hazard potential	Complies. Not mapped as being bushfire prone land
Accessibility to services	Complies. See services in report

To ensure that subdivision patterns do not lead to unsustainable or undesirable environmental, economic or social outcomes that become an impediment to future growth of the Shire.	Complies. The proposed lot layout enables connection to future growth areas within the adjoining sites.
To encourage environmentally acceptable residential subdivision and dwelling construction that supports the diversity of housing choices required by new and existing Shire residents.	Complies. The lot layout enables the future developments to achieve good solar access while the varying lot sizes allows for a variety housing choices to meet the needs of the village.
To ensure that dwelling construction provides quality outcomes for the built environment of the Shire	Complies. No dwellings approved with this application. All future dwellings will be approved by separate development applications.
To ensure that development of lots does not adversely impact on landscape features and amenity.	Complies. The proposed subdivision has been designed to not have any adverse impacts upon the natural environment in the locality.

#### C4 Heritage

Whilst the property does not contain any heritage items the adjoining Jindabyne Road in Berridale is listed as a locally significant heritage item 'Cultural streetscape'. Listed as 'Jindabyne Road, Berridale, cultural streetscape, item number 57' in the Snowy River LEP. See appendix Heritage Impact Statement.

#### F2 Berridale village centre

The proposal is deemed to meet the objectives for development within the Berridale Village Centre these objectives are as follows:

- *reflects the values and outcomes of the Berridale Village Plan (2007);*
- *provides for high quality retail, commercial, residential and tourism development which promotes vitality in the Village Centre and serves the needs of both the local community and visitors to the area;*
- *provides for a mix of uses which support a sustainable level of growth without adversely impacting on the heritage values and the village character;*
- *makes a positive contribution to the streetscape with the scale, character and design of new development considering the existing neighbourhood within and adjacent to the Berridale Village Centre, the rural setting of the village and its connection to the mountains;*
- *protects the natural and cultural heritage of Berridale and promotes a connection with important landmarks, significant views and areas of open space;*
- *includes environmentally sustainable features; and*
- *provides for equal access for all levels of mobility and enhances safety and security.*

See also Heritage impact statement.

**State Environmental Planning Policy No.55 – Remediation of Land**

Clause 7 states the consent authority must not consent to the carrying out of any development on land unless:

*It has considered whether the land is contaminated, and*

*If the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable after remediation) for the purpose for which the development is proposed to be carried out, and*

*If the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.*

The contamination of the site is unlikely. The site has been used long term for grazing and there is no evidence of contaminants such as oils or chemicals. The contamination status of the site remains unchanged and the proposal therefore complies with the requirements of SEPP 55.

## **IMPACTS, SITE SUITABILITY & THE PUBLIC INTEREST**

Pursuant to schedule 1 of the EP&A Regulation, this section of the report outlines the environmental impact of the proposed development and any measures required to protect the environment or lessen the harm to the environment.

The impacts have been identified through assessment of the proposed development against provisions of Section 4.15(1)(b) and the former NSW Department of Urban Affairs and Planning's (nd) *Guide to Section 79C*.

### **CONTEXT & SETTING**

The proposed subdivision will not detract from the scenic qualities and features of the landscape. The character and amenity of the locality and streetscape will be maintained through landscaping of each lot at the completion of construction and street tree planting with the subdivision.

The density and layout of development is compatible with the existing approved developments within the locality and is consistent with the vision for the Berridale Village precinct.

The proposal will not result in any adverse impact on adjoining properties given it is a residential subdivision adjoining a residential zoned area.

Consideration has been given to the potential for maximising the Northerly aspect to the rear areas of the lots to achieve improved solar access for future residents.

The development will not detract from existing views and vistas enjoyed by adjoining properties and will not result in any additional impact on the character of the locality.

### **ACCESS, TRANSPORT AND TRAFFIC**

Each lot will have direct access to the public road network. The 38 lots created with this subdivision will not result in any adverse or significant impact upon traffic within the broader Berridale Village.

The area is serviced by regular Murrays transport busses to Canberra and local school busses.

### **PUBLIC DOMAIN**

The subject site is within walking distance to local open space for recreation and is also within walking distance to the Berridale village centre.

The development includes street tree planting to maintain an improved streetscape and overall public domain.

### **SERVICING**

Each lot will be serviced by sewer, water, electricity and telecommunications. Certificates provided with this application confirm services are available in the locality and will be extended to service the proposed lots.

## **HERITAGE**

The site is not located within close proximity to any items of European heritage significance. Evidence of Aboriginal heritage does not exist as per AHIMS search attached at appendix A prepared for Snowy Passive Co dated 13 September 2021.

Whilst the property does not contain any heritage items the adjoining Jindabyne Road in Berridale is listed as a locally significant heritage item 'Cultural streetscape'. Listed as 'Jindabyne Road, Berridale, cultural streetscape, item number 57' in the Snowy River LEP. See appendix Heritage Impact Statement.

## **CONTAMINATION**

The site is not contaminated and is deemed suitable for the proposed residential use.

## **FLORA AND FAUNA**

Existing vegetation on the site is disturbed and is within an area that is identified for residential development. The removal of existing vegetation is considered appropriate due to the topography of the site and works required to make the site more suitable for the proposed development. The site has no significant Flora or Fauna and is not impacted by terrestrial biodiversity.

## **WASTE**

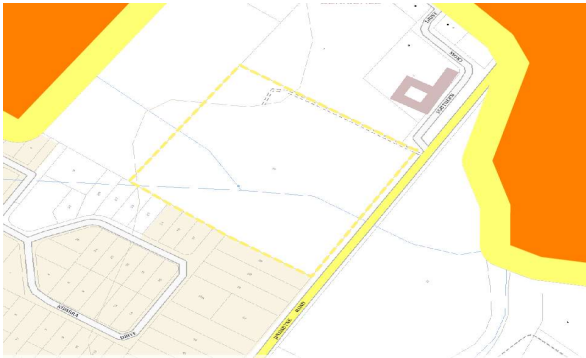
The proposed lots will be serviced by Councils waste management program with bins presented kerbside for collection. Each lot has suitable area for presentation and storage of bins. Councils waste collection vehicle can be accommodated within the existing and proposed road network.

## **STORMWATER**

Each lot is provided with a legal point of stormwater discharge which will be connected to once dwelling construction is undertaken on each lot. Stormwater will be disposed of to the local drainage system which includes a pit and pipe network. Appropriate easements for drainage will be finalised as part of the registration of the subdivision.

## **NATURAL HAZARDS**

The subject site is not affected by flooding and it is not identified as bushfire prone land.



Bushfire & Flood prone land mapping. Source: Planning Portal

### **SITE DESIGN & INTERNAL DESIGN**

The site has demonstrated that it is suitable for the proposed development through compliance with the controls in the SEPP and DCP. The subdivision layout and building envelopes provide a suitable development types located within close proximity to the local centre and provides lots consistent with bulk and scale expected within this locality. Landscaping will be utilised to further enhance the development and soften the appearance of the built form.

### **SUITABILITY OF THE SITE**

The proposal is for subdivision of a hobby farm allotment within Berridale. This report demonstrated the site is suitable for the proposed development through compliance with the relevant development standards and controls related to the development and the site. The site is not contaminated and the associated reporting has demonstrated it is suitable for the proposed residential development.

The detail submitted in support of this application demonstrates the proposed development is consistent with other approved developments in the locality and contributes to a mix of housing types and diversity in built form.

### **THE PUBLIC INTEREST**

The proposed development is consistent with the existing developments with the locality and is a residential use compatible with the adjoining approved/ constructed developments. The development provides great opportunity for housing diversity in the area. There will be no adverse impact upon the adjoining properties with regards to solar access and visual privacy and is therefore considered to be in the public interest.



View of property from Kosciuszko Road, existing driveway shown. Source: Google street view.



Site. Source: Google maps

## CONCLUSION

The proposed subdivision is considered an appropriate land use given the context and compatibility of the development with the zoning of the sites and existing adjoining/ surrounding developments. The development will not result in any adverse environmental impact and will provide a positive streetscape appearance with a variety of articulating features, colours and materials once the dwellings are constructed.

The development will provide for greater housing opportunities within close proximity to local open space, facilities and services. This report has demonstrated the proposal achieves compliance with the relevant development standards and controls and is consistent with the vision of Berridale Village area and the broader Snowy Monaro Region.



# APPENDIX

## AHIMS REPORT



**AHIMS Web Services (AWS)**  
 Search Result

Your Ref/PO Number : 10 Jindabyne road  
 Client Service ID : 621977

Rhiannon Huynh  
 po box 473  
 Jindabyne 2627  
 Attention: Rhiannon Huynh  
 Email: snowy.passive@gmail.com

Date: 13 September 2021

Dear Sir or Madam:

**AHIMS Web Service search for the following area at Lot : 1, DP:DP932240, Section : - with a Buffer of 50 meters, conducted by Rhiannon Huynh on 13 September 2021.**

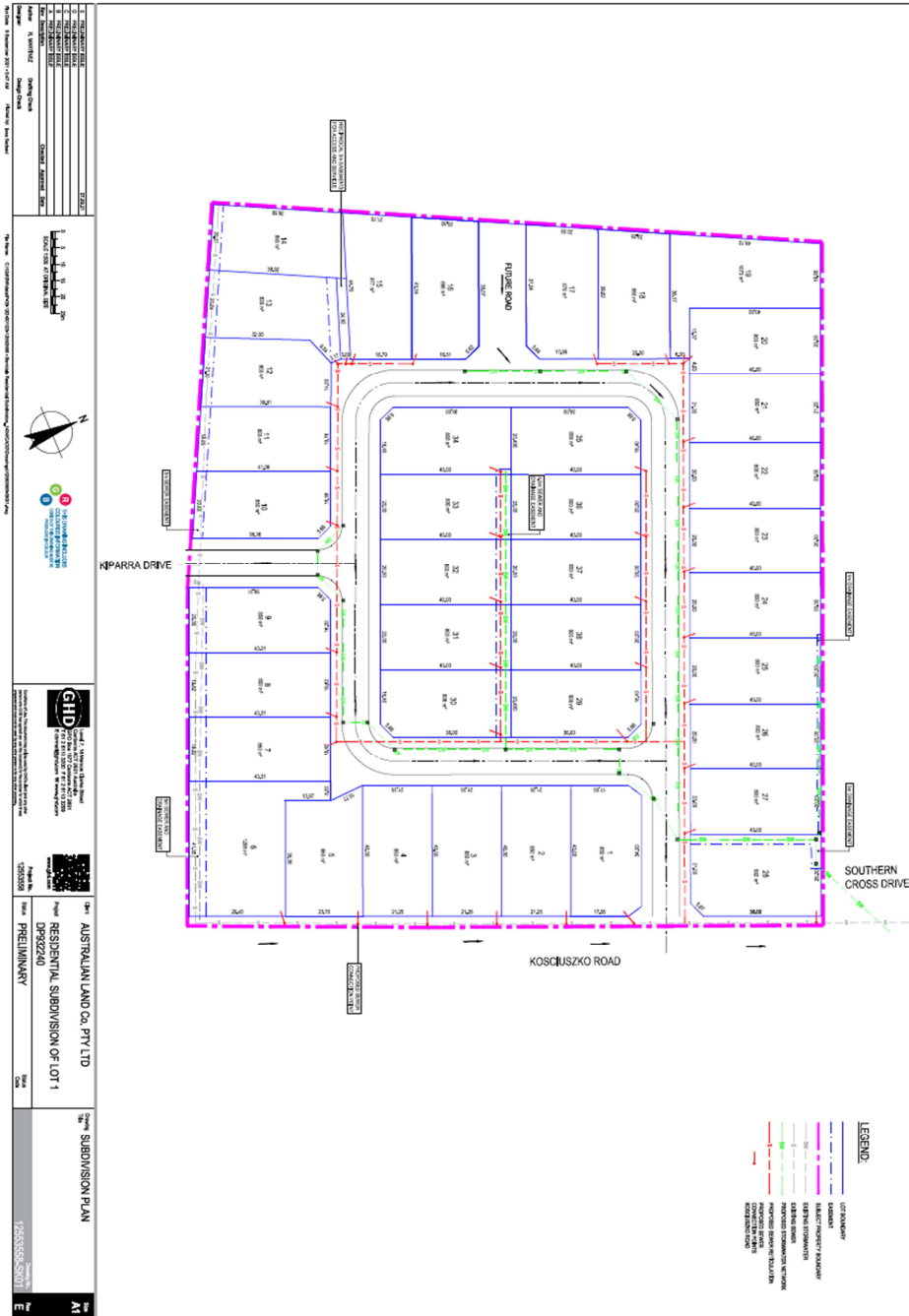
The context area of your search is shown in the map below. Please note that the map does not accurately display the exact boundaries of the search as defined in the paragraph above. The map is to be used for general reference purposes only.



A search of Heritage NSW AHIMS Web Services (Aboriginal Heritage Information Management System) has shown that:

0	Aboriginal sites are recorded in or near the above location.
0	Aboriginal places have been declared in or near the above location. *

SUBDIVISION PLAN



**SURVEY PLAN**



**HERITAGE IMPACT STATEMENT**

The proposed development comprises of a 38 lot Torrens title subdivision of Lot 1 DP 932240 and associated site works.

**HERITAGE ITEM**

The site itself does not contain any heritage items, is not within close proximity to any State heritage items and is not within a Heritage Conservation Area.

Whilst the property does not contain any heritage items the adjoining Jindabyne Road in Berridale is listed as a locally significant heritage item 'Cultural streetscape'.

## Statement of Significance:

The street trees spatially define both Northern and Southern entrances to Berridale and are known to be one of the main features of the town. The use of radiata pines, Lombardy poplars and hawthorns is representative of early 20th century street planting. They make an important contribution to the streetscape and the character of the town.

*Hawthorn hedge plants (**Crataegus monogyna**) – also known as Quickthorn – is a deciduous native hedge with thorny branches and mid-green lobed leaves. In the spring, Hawthorn produces masses of creamy white, fragranced flowers, followed by shiny, red haws in the autumn months.*

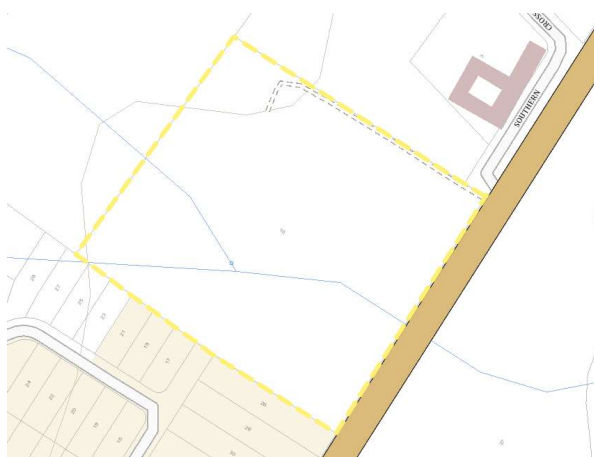
Lombardy Poplar (**Populus Nigra x Italica**) is a common sight around rural Australia and New Zealand. It is a fast growing, columnar tree, it makes the ideal specimen in large lawn areas and properties or in a row as a large windbreak or screen. Lombardy performs best in moist soils and reaches heights of up to 20m and a 4m width.

## Detail of the listing:

Address	Jindabyne Road Berridale, NSW 2628
Name	Cultural Streetscape
LEP Item number	57
Heritage item number	2410145
Item type/ Group/ Category	Complex-group/ Urban Area/ Streetscape
Endorsed significance	Local
Construction year	Circa 1901-1950
Current use	Public road
Physical condition	Fair- a number of trees have been moved
Heritage studies	'Snowy River Heritage Study, by Topman & Tropman 1998'
Recommended management	N/A

The locally significant listing was assessed on the following criteria

Historical Significance	<i>Radiata pines were planted about 1902 and the Lombardy poplar during the Inter War period. The milestones are relics of pre decimal days.</i>
Aesthetic/Technical Significance	<i>The formal composition of the street trees makes a significant contribution to the streetscape and contrast with the adjacent rural land.</i>
Social/Cultural Significance	<i>The town community see the trees as giving the town a particular character.</i>
Representative	<i>Representative of early 20<sup>th</sup> Century tree rural planting.</i>
Integrity/Intactness	<i>Northern tree planting fair, Southern avenue good.</i>



Heritage Map. Source: Planning Portal

**LOCATION OF DEVELOPMENT**

The proposed development being a subdivision and associated roadworks is on lot 1 DP 932240 which is adjacent to the locally significant cultural streetscape on Jindabyne Road. The relationship between the two lots can be seen above.

**NATURE OF DEVELOPMENT**

The proposed development is the subdivision of lot 1 DP932240 into 38 Residential Lots and associated earthworks, infrastructure and roads.

**HERITAGE SIGNIFICANCE**

The heritage listing has been assessed on criteria comprising of historical significance, aesthetic/Technical significance, social/cultural significance, representative & integrity/intactness. The historical significance is noted to be:

*Radiata pines were planted about 1902 and the Lombardy poplar during the Inter War period. The milestones are relics of pre decimal days.*

Whilst the historical significance does not directly make reference to the hawthorn hedge the aesthetic/technical significance is noted to by default include them:

*The formal composition of the street trees makes a significant contribution to the streetscape and contrast with the adjacent rural land.*

The historical listing which was a result of heritage studies in the region listed by 'Snowy River Heritage Study, by Topman & Tropman 1998' has the integrity/intactness of the listed items as:

*Northern tree planting fair, Southern avenue good.*

#### **IMPACT UPON HERITAGE ITEM**

The subdivision requires access off Kosciuszko Road. To provide sufficient area for the BAR intersection in accordance with RMS requirements and Austroads Guide to Road Design there needs to be vegetation on both sides of Kosciuszko road within the road reserve to be removed. It is proposed to remove an estimated 30 lineal metres of hawthorn hedge on the Western verge and 130 lineal metres of hawthorn hedge & Lombardy poplars on the Eastern verge of Kosciuszko road.

On the Western side of Kosciuszko road there is approximately 30 lineal metres of fragmented hawthorn hedge.

On the Eastern side of Kosciuszko road there is approximately 130 lineal metres of vegetation proposed to be removed. The Vegetation on the Eastern side of Kosciuszko road consists of a mix of hawthorn hedging and Lombardy poplars.

The extent of impact on the hedge on the Eastern side is approximately 130 metres. This appears to be wholly within the road reserve of Kosciuszko Road. It has been noted by GHD traffic engineers that the current 20 m road reserve width is relatively narrow for a Main Road.

The proposed development including the removal of Lombardy poplars and hawthorn hedge along Kosciuszko road will have minimal impact upon the streetscape listed, as can be seen in the photos within this statement there is a large number of hedges still adjacent to the subject lot and on the Eastern verge of Kosciuszko road.

The section of vegetation to be removed is fragmented and the hedge along the Northern end of the streetscape is not maintained or pruned, leaving the hedge looking disorderly and unmaintained. The nature of the hedge is deciduous leaving it looking bare and unkempt over the winter months, this combined with the sporadic spacing between the hedging in the location of the proposed road the removal of such hedging will not have a significant impact upon the visual character of the streetscape.

The impact on the hedge represents approximately 25% of the length of the hedge, which in turn represents only a small proportion of the overall streetscape in Berridale.

Note: The extent of tree removal will need to be confirmed following assessment by the Roads and Transport authority of the intersection requirements



Subdivision plan showing the extent of hedge to be removed.



Google maps



View from the Eastern side of Kosciuszko road looking at the property. Hedging to the right of the line is to be removed.



Photo of the trees and hedges some of which are to be removed on the Eastern side of Kosciuszko road to allow for the intersection Looking South towards the Berridale township.



### MEASURES TO REDUCE IMPACT

The developer has worked extensively with RMS & GHD traffic engineers exploring numerous design options to reduce the impact upon the streetscape whilst maintaining a minimal impact on the surrounding residential area. The Developer has as a result of consultation with RMS & GHD traffic engineers designed the subdivision in such a way that it minimises the impact upon the cultural streetscape maintaining as much of the hawthorn edge as practical whilst allowing for safe access and egress to the subdivision to Kosciuszko road.

### ALTERNATIVE DEVELOPMENT

During subdivision design stage there was numerous options explored to negate the need for any removal of the hawthorn hedge, the ideas explored are noted below:

- Accessing the subdivision off Southern Cross Drive- RMS and GHD traffic engineers deemed this option unsafe and not viable.
- Accessing Kosciuszko road from the subdivision further North- RMS & GHD traffic engineers deemed this option unsafe due to the close proximity to Southern Cross Drive and the necessary road layout in the subdivision was unacceptable.
- Accessing the subdivision from Kiparra Drive only – this as deemed unsuitable due to the impact the additional 38 lots would have on the residents of the existing residential area and the additional load on the local road network.

### SUMMARY

In summary the proposed subdivision and the associated removal of approximately 30 lineal metres of hawthorn hedge on the Western side of Kosciuszko road and approximately 130 lineal metres of hawthorn hedge and several Lombardy poplar trees will have a minimal impact upon the overall cultural streetscape of the township of Berridale.

The use of radiata pines, Lombardy poplars and hawthorns is representative of early 20th century street planting. They make an important contribution to the streetscape and the character of the town. This contribution is going to be scarcely impacted upon by the proposed removal of a small amount of vegetation given the scale of the streetscape and associated trees.

At the time of the locally significant heritage listing the Northern end of the streetscapes physical condition was described as being a 'fair' with 'a number of trees have been moved' demonstrating the already poor condition of the streetscape in locations.

The section of hawthorn hedge & Lombardy poplars to be removed is fragmented and is not maintained or pruned, leaving the hedge looking disorderly. The nature of the hedge & poplars is deciduous meaning it is bare and unkempt over the winter months. This combined with the sporadic spacing between the hedging in the location of the proposed road particularly on the Western side, the removal of such hedging will not have a significant impact upon the overall visual character of the streetscape.

The amount of hedge and trees to remain is significant and the poplars and hedges proposed to be removed is seen to be inconsequential.

The proposed subdivision is consistent with the relevant clause in the Development Control Plan and Local Environment Plan.



# Technical Memorandum

23 November 2021

<b>To</b>	Peter Marshall	<b>Tel</b>	61-2-6113-3412
<b>Copy to</b>	tpillidge@abmarshall.com.au	<b>Email</b>	Madia.Downes@ghd.com
<b>From</b>	Madia Downes	<b>Ref. No.</b>	12553558
<b>Subject</b>	Flood assessment for Residential Subdivision of Lot 1 DP932240 Berridale NSW		

## 1. Introduction

GHD was engaged by Ausland Developments Pty Ltd to undertake a flood assessment for the proposed Residential Subdivision of Lot 1 DP932240 Berridale NSW.

The assessment is a requirement by Snowy Monaro Regional Council (SMRC) as part of the Development Application Lodgement for the subdivision following the recent adoption of the Floodplain Risk Management Studies and Plans (FRMSP) -Final Report (Referenced as 'Final Report') which were prepared for Council by SMEC Group and GRC Hydro.

This Technical Memorandum addresses the flooding of lot 1 DP932240 from these Studies and Report

## 2. Aim

This Technical Memorandum demonstrates that the predicted flood behaviour is addressed within the design of the subdivision works such that flood hazards to the proposed development are minimised without affecting surrounding properties.

## 3. Background Data

We acknowledge receipt of the following information provided by Ausland Developments Pty Ltd:

- Preliminary Plan of Subdivision of Lot DP 932240, prepared by Garth Alexander Moxon, Ref: 21024
- Statement of Environmental Effects: Proposed Subdivision Creating 38 Residential Lots: Lot 1 DP 932240, prepared and published by Snowy Passive Co.
- Contour and Detail Plan Lot 1 DP 932240: Kosciuszko Road Berridale, prepared by Williams Moxon Consulting Surveyors, Ref: 21024 ENG
- Berridale Residential Subdivision: Draft Traffic Assessment GHD Revision B

## 4. References

GHD has referred to the following additional documentation:

- *Snowy Monaro Regional Council Flood and Floodplain Risk Management Studies, prepared by The SMEC Group and GRC Hydro dated November 2020*
- *Residential Subdivision of Lot 1 DP932240: GHD Drawings Revision A*

During completion of this assessment, we have referred to the terminology presented in the Australian Rainfall and Runoff 2019 (ARR 2019) and the results reported herein are reported in the 1 in X AEP.

Additional information to assist the completion of this assessment has been referred to across this document.

## 5. Assumptions / Exclusions

GHD has prepared this report based on the following assumptions and exclusions:

- The information provided to GHD by Ausland Development in Section 3 is accurate
- The flood modelling undertaken for Council accurately represents flood flows
- GHD is not liable for the accuracy of third-party information received
- The events considered for this assessment are limited to the 5% and 1% AEP

## 6. Existing Terrain

GHD undertook a site visit on the 14.04.2021 to determine the extent and context of the existing terrain. According to the existing data (Section 3) and site visit the following observations were made:

- The site is bound by Kosciuszko Road to the south-east, The Snowgate Motel to the north-east, existing rural lot to the north-west with residential lots and Kiparra Drive to the south-west. (Refer Figure 1).
- Current access to the block is by the existing driveway located on the north-eastern boundary. This connects with Kosciuszko Road, adjacent to Southern Cross Drive
- There is an existing rural entry gate to the south-west providing access from Kiparra Drive
- The site grades from north-west to south-east at approximately 3-5%
- There is a small farm dam on the southern portion of the block
- stormwater and sewer easement to the southwest boundary
- The land is generally grassed with shrubs on the north-western boundary and along the road verges on Kosciuszko Road
- Kosciuszko Road has a two-way cross fall with grassed table drains located on both road verges.

The images from this site walk over have been compiled in Attachment A.



Figure 1 Residential Subdivision of Lot 1 DP932240 Locality Plan – Berridale NSW – sourced SIX Maps 2021

## 7. Proposed Subdivision

The existing Lot 1 in DP932240 will be subdivided into 38 individual lots ranging from 800 m<sup>2</sup> with a centrally located loop road (Road 01) intersecting Kosciuszko Road to the east and Road 02 providing connection from Kiparra Drive to Road 01 on the south (Refer Figure-2)

Road 01 is a proposed local road, designed with a 15-metre-wide road reserve and an 8 m carriageway with two-way crossfall, the vertical alignment grades generally from west to east. Road 01 connects with an unformed road reserve adjoining the property to the north-west.

The 15 m wide road reserve between lots 11 and 16 provides a future connection between DP 417424 on the west and Road 01. This area has been graded with crossfalls to the centreline and includes 1:4 batters to the adjoining lots (Refer DRG-12553558-C010).

The intent of the approach to managing stormwater flows is to retain the existing overland flow arrangement along Kosciuszko Road, as modelled for Council, and to route the overland flows across the site from the north-west along the public roads within the subdivision.

The cross-section and longitudinal grading of Road 01 are designed with conventional piped drainage to convey the 20% AEP flows, with larger flows up to 1% AEP confined within the road reserve. These flows will join the overland flows along Kosciuszko Road, in a similar manner to the existing modelled flood flows.

The future road between lots 11 and 16 connecting to the adjoining property to the north-west is to be formed as a shallow grassed swale that can be easily maintained by mowing, but when constructed later as road to service the separate development of the adjoining site will have capacity to convey flood flows safely without impacting the adjoining residential lots.

Lots 29-38 at the centre, grade west to east with an interallotment drainage provided for lots 30 to 34. The cross-section of Road 01 to the north-west of lots 34 and 35 raises these lots 0.5 m bund above the road level to direct stormwater along the road. The remaining lots surrounding Road 01 and Road 02 retain the existing surface levels with batters at 1:4 where required.

The proposed drainage works are to be finalised for the 20% AEP during detailed design. This will consist of interallotment and road drainage with a shallow outlet discharging to the existing table drain on the on the western verge of Kosciuszko Road.

Overland flow paths are noted on Figure-2 below.

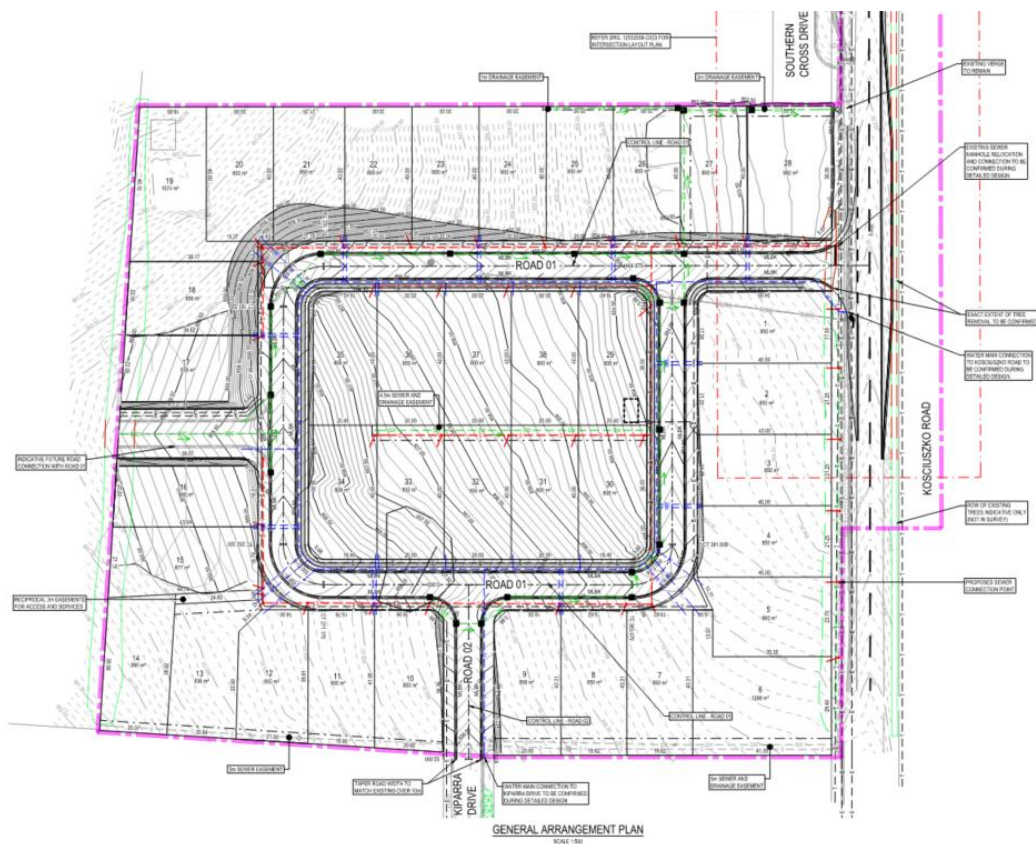


Figure-2 Proposed Subdivision Plan

## 8. Flood Assessment – Findings

Flood Hazard categories have been presented in the Final Plan ranging from H1 to H6. Where H1 is classed as generally safe for people, vehicles, and buildings and H6 unsafe for vehicles and people, with buildings vulnerable to failure.

According to the Final Report, the site is located at approximately 100 m from Myack Creek to the east. The site area falls within a H1 flood hazard category in the 5% AEP, with areas along Kosciuszko Road reaching a H2 level experiencing flooding in the 1% AEP. Myack Creek reaching H5-H6 levels

The principles outlined in the Final Report are that areas of flow conveyance are noted as being incompatible for development, while areas of flood storage can be developed as long as the loss of storage or other impacts are managed. In addition, we note that flood fringe areas experience shallow flooding and if developed would experience minimal impact on the overall function of the floodplain.

The flood fringe extends to the south of the site in the 5% AEP and 1% AEP events. The difference between the two events is the flood fringe extending to Kosciuszko Road in the 1% Event

The peak flood depth of the site falls within 150 mm during the 1% AEP flood events. The peak flood depth is approximately 150-500 mm on Southern Cross Drive and Kosciuszko Road refer Figure-3. The Final Report Maps do not provide flood depth values for other events.



Figure-3 1% AEP Peak Flood Depth – sourced Flood Study

### 8.1 Proposed Mitigation Measures

Flood flows along Kosciuszko Road are essentially unchanged by the proposed subdivision and subdivision works.

The small extent of modelled flood fringe on lots 1 to 6 and 28 can be accommodated by restricting buildings to be at least 10 metres away from the Kosciuszko Road boundary. This is consistent with the intent to retain the existing hedge along the Kosciuszko Road frontage and to provide some mitigation of traffic noise. If necessary, minimum floor levels for habitable rooms could be specified on these lots, a minimum of 500 mm above the 1% AEP food profile in the Final Report and presented in Figure 5 above. These restrictions will have minimal impact on the proposed development.

The proposed road grading within the development channels the direction of the overland flows across the site into the proposed 15m Road 01 reserve. Road 01 has also been lowered to reduce the impact from the flood extents to adjacent lots.

GHD approximated the catchment to the north-west of the future road reserve to 56.2 Hectares. Adopting a single node, the DRAINS model was used with the RAFTS hydrology formulation together with ARR 2019 initial and continuing losses, applying preburst and the recommended OEH continuing loss factor (0.4). The estimated flow for the 5% AEP was approximated as 5.26 m<sup>3</sup>/s and the 1% approximately 9.62 m<sup>3</sup>/s.

The hydraulic capacity of the road cross-sections has been modelled using Mannings equation, confirming that the road reserves will contain and convey the 5% and 1% AEP flows. The approximate capacity for these being 38.17 m<sup>3</sup>/s and 38.46 m<sup>3</sup>/s without impacting the adjoining residential lots. Refer to typical cross-sections **Error! Reference source not found.** and Figure-5 below

The proposed subdivision design has therefore been designed with a factor of safety in the order of 4 to manage the 5% and 1% event.

More detailed analysis will form part of the detailed design for the subdivision

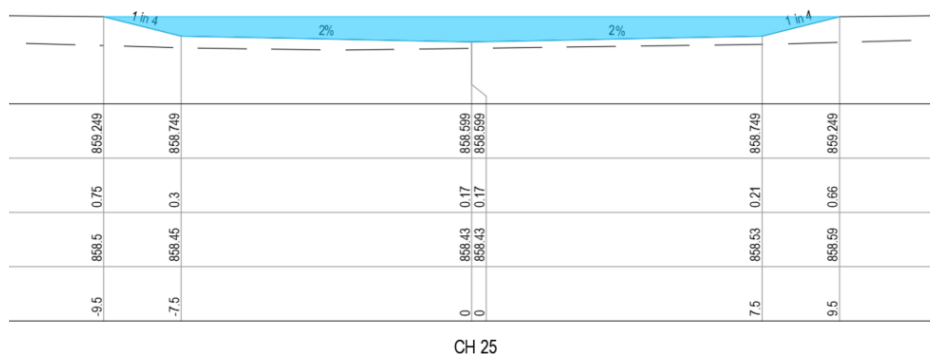


Figure-4 Road Reserve Future Road – approximate capacity 38.17 m<sup>3</sup>/s

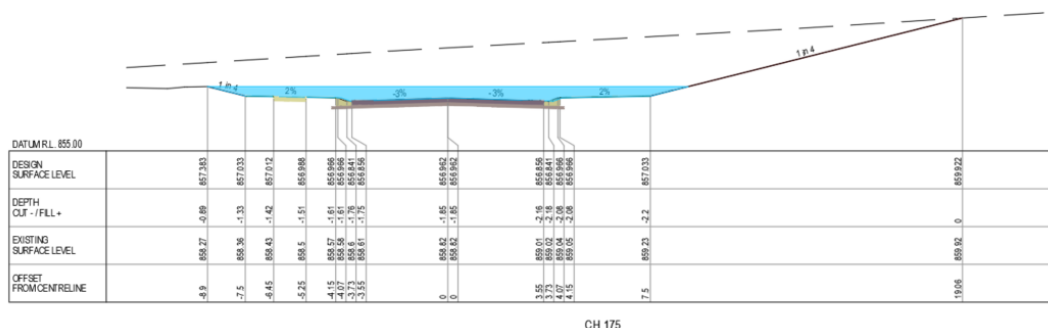


Figure-5 Road 1 CH 175– approximate capacity 38.46 m³/s

## 9. Limitations and disclaimer

This document has been prepared by GHD for Ausland Developments Pty Ltd and may only be used and relied on by Ausland Developments Pty Ltd for the purpose agreed between GHD and Ausland Developments Pty Ltd as set out in Section 2 of this document.

GHD otherwise disclaims responsibility to any person other than Ausland Developments Pty Ltd arising in connection with this document. GHD also excludes implied warranties and conditions, to the extent legally permissible.

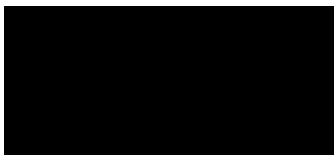
The services undertaken by GHD in connection with preparing this document were limited to those specifically detailed in the document and are subject to the scope limitations set out in the document.

The opinions, conclusions and any recommendations in this document are based on conditions encountered and information reviewed at the date of its preparation. GHD has no responsibility or obligation to update this document to account for events or changes occurring subsequent to the date that the document was prepared.

The opinions, conclusions and any recommendations in this document are based on assumptions made by GHD described in this document (refer Section 5 of this report). GHD disclaims liability arising from any of the assumptions being incorrect

Please feel free to contact me should you have any questions regarding the above.

Regards



**Madia Downes**  
 Senior Civil Engineer



## Attachment A – Site Photographs

*Photograph 1 Driveway Entry to Lot 1*



*Photograph 2 Existing Culvert Southeast Corner Lot 1*



*Photograph 3 Lot 1- Eastern Verge – Looking South*



*Photograph 4 Lot 1- Existing Dwelling and Sheds – Looking North*



*Photograph 5 Existing Vegetation Lot 1 Eastern Boundary*

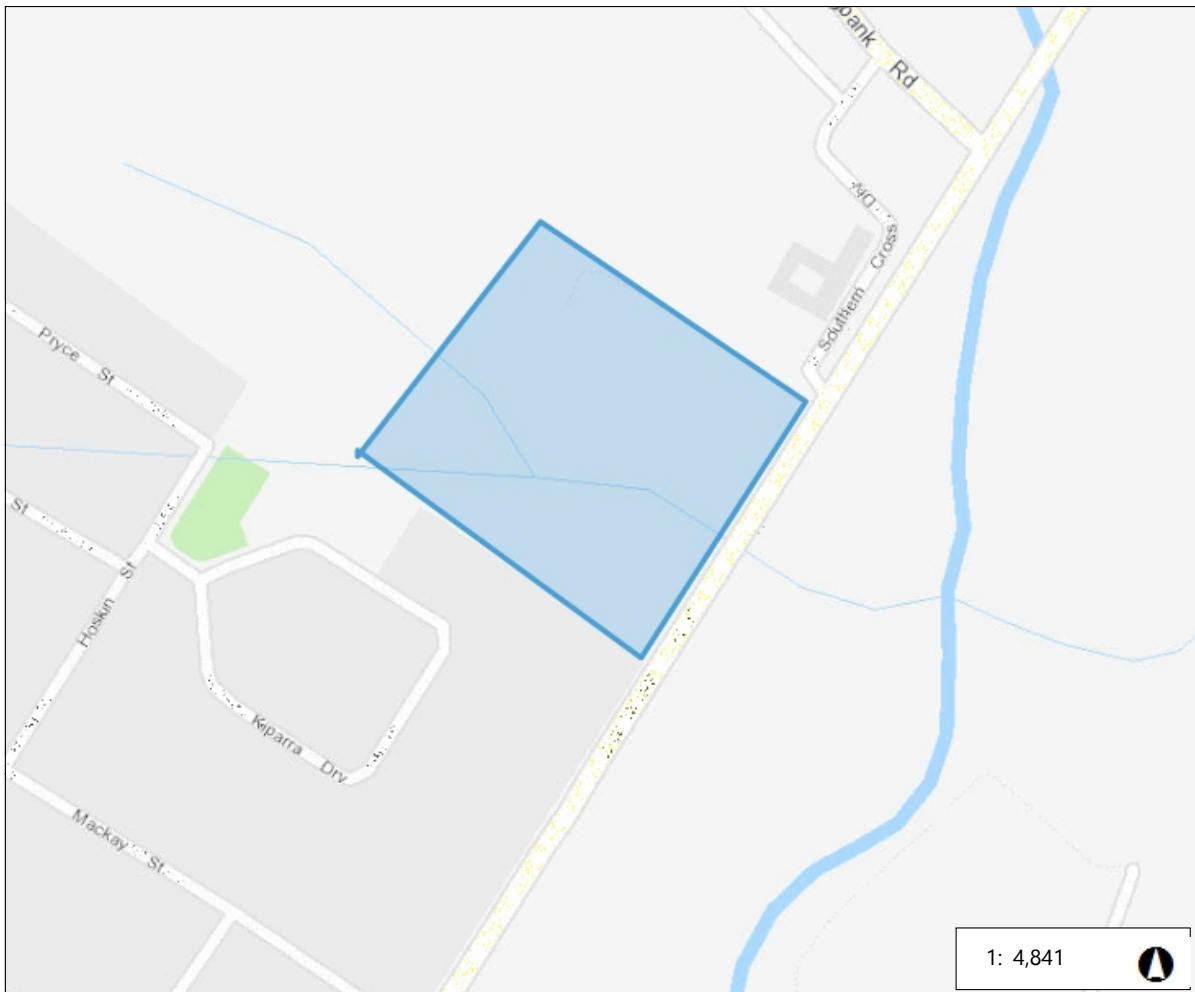


*Photograph 6 Existing Entry Gate Lot 1 Southern Boundary*





Biodiversity Offset Scheme (BOS) Entry Threshold Map



245.9 0 122.96 245.9 Metres

WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

Legend

- Biodiversity Values that have been mapped for more than 90 days
- Biodiversity Values added within last 90 days

Notes

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 NSW Environment & Heritage



Biodiversity Values Map and Threshold Report

**Results Summary**

Date of Calculation	09/07/2021 1:40 PM	BDAR Required*
<b>Total Digitised Area</b>	3.96 ha	
<b>Minimum Lot Size Method</b>	LEP	
<b>Minimum Lot Size</b>	0.07 ha	
<b>Area Clearing Threshold</b>	0.25 ha	
<b>Area clearing trigger</b> Area of native vegetation cleared	Unknown #	Unknown #
<b>Biodiversity values map trigger</b> Impact on biodiversity values map(not including values added within the last 90 days)?	no	no
<b>Date of the 90 day Expiry</b>	N/A	

\*If BDAR required has:

- 'Yes': you have exceeded the BOS threshold. You are now required to submit a Biodiversity Development Assessment Report with your development application. Go to <https://customer.lmbc.nsw.gov.au/assessment/AccreditedAssessor> to access a list of assessors who are accredited to apply the Biodiversity Assessment Method and write a Biodiversity Development Assessment Report
- 'No': you have not exceeded the BOS threshold. You may still require a permit from local council. Review the development control plan and consult with council. You may still be required to assess whether the development is "likely to significantly affect threatened species' as determined under the test in s. 7.3 of the Biodiversity Conservation Act 2016. You may still be required to review the area where no vegetation mapping is available.

# Where the area of impact occurs on land with no vegetation mapping available, the tool cannot determine the area of native vegetation cleared and if this exceeds the Area Threshold. You will need to work out the area of native vegetation cleared - refer to the BOSET user guide for how to do this.

On and after the 90 day expiry date a BDAR will be required.

## Disclaimer

This results summary and map can be used as guidance material only. This results summary and map is not guaranteed to be free from error or omission. The State of NSW and Office of Environment and Heritage and its employees disclaim liability for any act done on the information in the results summary or map and any consequences of such acts or omissions. It remains the responsibility of the proponent to ensure that their development application complies will all aspects of the *Biodiversity Conservation Act 2016*.

The mapping provided in this tool has been done with the best available mapping and knowledge of species habitat requirements. This map is valid for a period of 30 days from the date of calculation (above).

## Acknowledgement

I as the applicant for this development, submit that I have correctly depicted the area that will be impacted or likely to be impacted as a result of the proposed development

Signature \_\_\_\_\_ Date: 09/07/2021 01:40 PM

## Transport for NSW



23 March 2022

TfNSW Ref: SWT21/00173

Your Ref: DA10.2021.382.1

Snowy Monaro Regional Council  
Council@snowymonaro.nsw.gov.au

Attention: Sarah Brown

### **DEVELOPMENT APPLICATION DA10.2021.382.1 – PROPOSED 38 LOT RESIDENTIAL SUBDIVISION, LOT 1 DP 934420, JINDABYNE ROAD, BERRIDALE,**

---

I refer to your correspondence regarding the subject Application which was referred to Transport for NSW (TfNSW), for assessment and comment.

From the information provided it is understood that the development proposal is for the subdivision of the subject site to create 38 residential allotments and new internal roads. The subject site has frontage to both Kosciuszko Road and Kiparra Drive.

TfNSW has completed an assessment of the development, based on the information provided and focussing on the impact to the State road network. TfNSW notes the following:

- The subject development has frontage and access to Kosciuszko Road which is a classified “state” road within a 60 kmh speed zone; Kosciuszko Road is an approved B-Double route;
- The original plan include a new road to Kosciuszko Road. The revised plan retains a road reserve to Kosciuszko Road with bollards proposed to close the access. This should be reduced to a maximum of 6 metres in width and constructed to allow for active travel access and emergency access only. Proposed Lots 27 and 28 will need to be redesigned with frontage and access to proposed internal road;
- The revised Traffic Assessment report states that access to the subdivision will be via a link through to Kiparra Drive, accessing Kosciuszko Road at its intersection with MacKay Street;
- The Traffic Assessment dated Oct 2021 concluded that a Basic Right Turn (BAR)/Basic Left Turn (BAL) intersection treatment was appropriate for the proposed new intersection to Kosciuszko Road. With the amended plan not having direct access to Kosciuszko Road it is acknowledged that access to the site will be via the intersection of Mackay Street with Kosciuszko Road.
- To minimise construction traffic through Mackay Street and Kiparra Drive consideration may be given to allowing access for construction traffic for the subdivision only via the existing driveway to the subject site from Kosciuszko Road. This will require the preparation and approval of a Construction Traffic Management Plan.

TfNSW emphasises the need to minimise the impact of development on the existing public road network and maintain the level of safety, efficiency and maintenance along the road network. As the proposed development has frontage/access to Kosciuszko Road the proposed conditions are appropriate for road safety and network efficiency reasons.

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Transport for NSW has assessed the Application based on the documentation provided and would raise **no objection subject to conditions** on the basis that the Consent Authority ensures that the development is undertaken in accordance with the information submitted as amended by the inclusion of the conditions listed in **Attachment 1**.

TfNSW highlights that in determining the application it is the consent authority's responsibility to consider the environmental impacts of any road works which are ancillary (proposed or deemed necessary) to the development. This may include the need for further environmental assessment for any ancillary road works.

Upon determination of this application, please forward a copy of the Notice of Determination to [development.south@transport.nsw.gov.au](mailto:development.south@transport.nsw.gov.au).

Any enquiries regarding this correspondence may be referred to Maurice Morgan, TfNSW (South Region), phone (02) 6923 6611 or by email- [development.south@transport.nsw.gov.au](mailto:development.south@transport.nsw.gov.au).

Yours faithfully



Maurice Morgan  
Team Leader, Development Services South

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**Attachment 1**

1. Vehicular and pedestrian access directly to the road reserve of Kosciuszko Road from any proposed allotment within the subdivision is denied. A covenant shall be created, with the Council empowered to uplift, over all proposed allotments with a common boundary to the road reserve of Kosciuszko Road denying vehicular and pedestrian access directly to the road reserve of Kosciuszko Road.
2. Parking along the road reserve of Kosciuszko Road shall be denied for the frontage of the development site to Kosciuszko Road. Appropriate signposting shall be erected and maintained to enforce this restriction.
3. The proposed reserve between the proposed internal public road network and the road reserve of Kosciuszko Road shall be to a maximum width of 6 metres.
4. As a minimum the intersection of Mackay Street with Kosciuszko Road shall be designed and constructed to provide a sealed Basic Right Turn (BAR) and Basic Left Turn (BAL) treatment on Kosciuszko Road in accordance with the Austroads Guide to Road Design as amended by the supplements adopted by Transport for NSW for the posted speed limit and to accommodate the design vehicle. Kosciuszko Road is an approved B-Double route.
5. The intersection of Mackay Street with Kosciuszko Road shall be designed and constructed so as not to interfere with the capacity of the current roadside drainage network and to prevent water from proceeding onto, or ponding within, the carriageway of the Kosciuszko Road.
6. Any damage or disturbance to the road reserve of Kosciuszko Road shall be restored to match surrounding landform in accordance with Council requirements. All redundant driveways or gates to Kosciuszko Road shall be removed and the site within the road reserve shall be reinstated to match the surrounding roadside landform in accordance with Council requirements.
7. A management plan to address construction activity, and associated access and parking, is to be prepared to ensure that suitable provision is available on site for all vehicles associated with the construction of the development to alleviate any need to park within, or load/unload from the road reserve of Kosciuszko Road. The storage of any material within the road reserve of Kosciuszko Road is denied. Appropriate signage and fencing is to be installed and maintained to effect this requirement.
8. Prior to the release of any Construction Certificate for the subdivision a strategic plan for the construction of the required intersection treatment at the intersection of Mackay Street with Kosciuszko Road shall be submitted to TfNSW for approval. The strategic design shall be prepared in accordance with;  
<https://roads-waterways.uat.transport.nsw.gov.au/business-industry/partners-suppliers/documents/planning-principles/strategic-design-fact-sheet-02-2022.pdf>
9. Kosciuszko Road is part of the State Road network. For works on the State Road network the developer is required to enter into a Works Authorisation Deed (WAD) with Transport for NSW before finalising the design or undertaking any work within or connecting to the road reserve. The applicant is to email [development.south.west@transport.nsw.gov.au](mailto:development.south.west@transport.nsw.gov.au) or contact the Team Leader for the South West Region on Ph. 02 69236611 for further detail.
10. All works undertaken within the road reserve of Kosciuszko Road shall be located, designed and constructed in accordance with the requirements of Transport for NSW and the Austroads Guide to Road Design as amended by the supplements adopted by Transport for NSW for the posted speed limit and to cater for the largest size vehicle likely

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to access the site. The pavement standards for the works within Kosciuszko Road shall be in accordance with the requirements of Transport for NSW.

11. Prior to works commencing within the road reserve of Kosciuszko Road the applicant must apply for and obtain approval under Section 138 of the Roads Act, 1993 from the road authority (Council) and concurrence from Transport for NSW. The developer is responsible for all public utility adjustment/relocation works, necessitated by the proposed development and as required by the various public utility authorities and/or their agents.
12. Construction of the required road works on Kosciuszko Road shall be completed to the satisfaction of Transport for NSW prior to the release of the Survey Certificate for the subdivision.
13. Works associated with the development shall be at no cost to Transport for NSW.

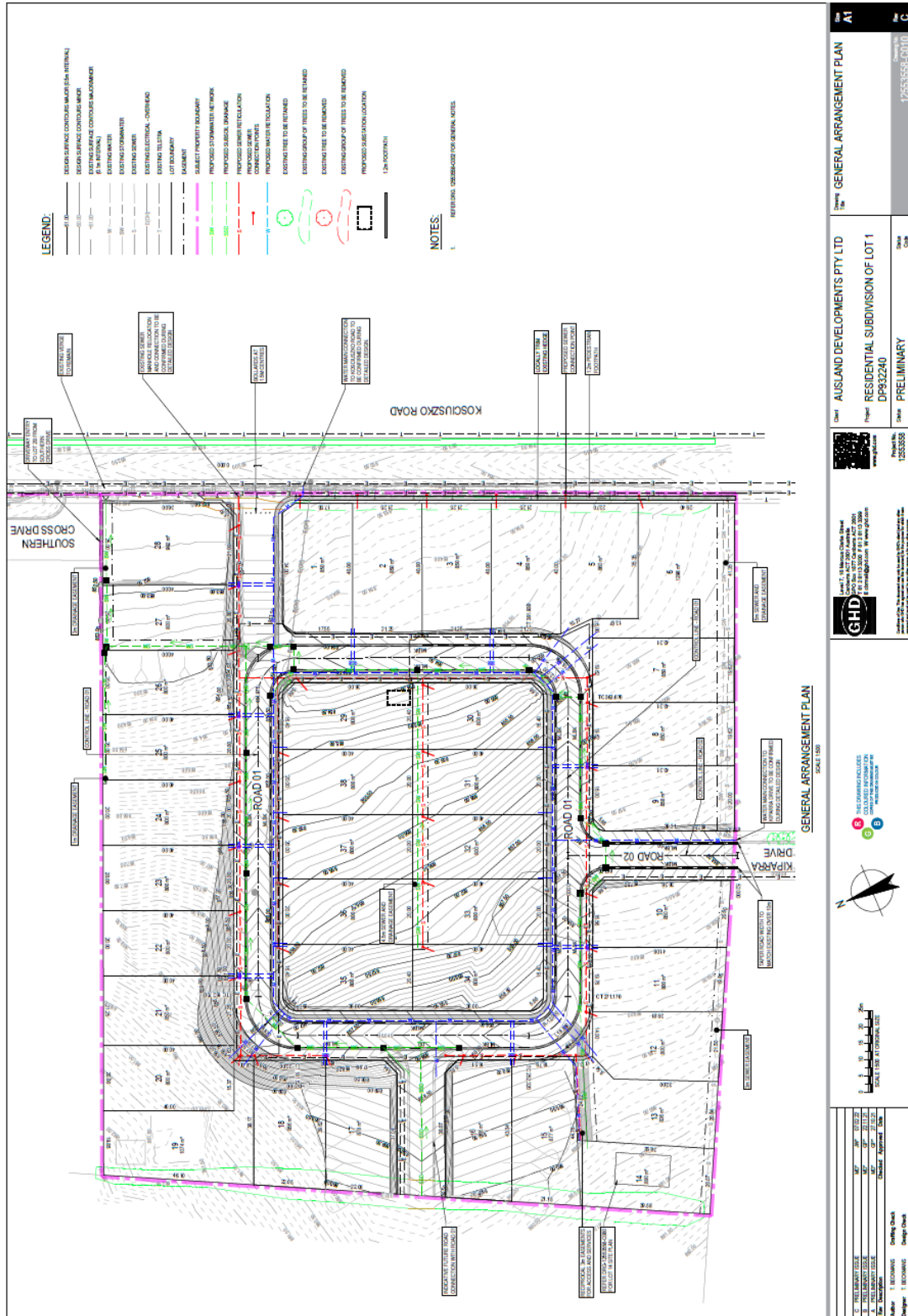
Further to the above suggested conditions the Council should also give consideration to the following requirements for future development of the created allotments.

1. The future development on the proposed allotments should be designed such that road traffic noise from classified roads is mitigated by durable materials, in accordance with the Environmental Protection Authority criteria 'The Environmental Criteria for Road Traffic Noise'. Where the EPA external noise criteria would not practically or reasonably be met, the following internal noise objectives should be met for all habitable rooms under ventilated conditions complying with the requirements of the BCA:
  - All sleeping rooms: 35 dB(A) Leq(9hr)
  - All other habitable rooms: 45 dB(A) Leq(15hr) and 40 dB(A) Leq(9hr).

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Attachment 2



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Snowy-Monaro Regional Council Heritage Advisory Service

**38 Lot subdivision**

Kosciusko Road, Berridale

DA 10.2021.382.1

The trees between the proposed subdivision and the highway are part of local heritage item 57 referred to as Cultural Streetscape (Berridale). The citation notes:

*Statement of Significance*

*The street trees spatially define both northern and southern entrances to Berridale and are known to be one of the main features of the town. The use of radiata pines, Lombardy poplars and hawthorns is representative of early 20th century street planting. They make an important contribution to the streetscape and the character of the town.*

*Description*

*Remnant row of Lombardy poplars and radiata pines interspersed with hawthorn hedging at the northern entrance to Berridale. An avenue of Lombardy poplars line the southern entrance to the town and a grove of cypress define the war memorial site.*

*Assessment*

*The formal composition of the street trees makes a significant contribution to the streetscape and contrast with the adjacent rural land.*

*The local community see the trees as giving the town a particular character.*

Heritage recommendation

Remove only as many trees as is necessary to allow construction and safe viewing of the proposed intersection between the highway and subdivision. To compensate for loss of trees, new hawthorns, or cuttings from the existing, be planted between the development on the highway north of the intersection.

The fence between the trees and the rear of proposed allotments be consistent along the full length of the subdivision.

Pip Giovanelli  
Heritage Advisor, Snowy Monaro Regional Council  
2021

Some fence options to consider – I also like black powder-coated cyclone fencing which is relatively low cost, very durable, and a hedge can be planted against it for visual and acoustic privacy.



**Sarah Brown**

---

**From:** ConveyancingTeam <conveyancingteam@essentialenergy.com.au>  
**Sent:** Friday, 7 January 2022 3:02 PM  
**To:** Sarah Brown  
**Cc:** Network Planning  
**Subject:** Re: CNR-32652 / 10.2021.382.1 - 10 Jindabyne Road, Berridale (Lot 1 DP932240) 38 lot subdivision  
**Attachments:** Subd Plan 10.2021.382.1.pdf

Dear Sir/Madam,

We refer to the above matter and to your correspondence via the NSW Planning Portal seeking comment from Essential Energy in relation to the proposed development.

Strictly based on the documents submitted, Essential Energy has no comments to make as to potential safety risks arising from the proposed development.

Essential Energy makes the following general comments:

1. If the proposed development changes, there may be potential safety risks and it is recommended that Essential Energy is consulted for further comment.
2. Any existing encumbrances/easements in favour of Essential Energy (or its predecessors) noted on the title of the above property should be complied with.
3. As part of the subdivision, easement/s are to be created for any existing electrical infrastructure, using Essential Energy's standard easement terms current at the time of registration of the plan of subdivision. Refer Essential Energy's Contestable Works Team for requirements via email [contestableworks@essentialenergy.com.au](mailto:contestableworks@essentialenergy.com.au).
4. Council should ensure that a Notification of Arrangement (confirming satisfactory arrangements have been made for the provision of power) is issued by Essential Energy with respect to all proposed lots which will form part of the subdivision, prior to Council releasing the Subdivision Certificate. It is the Applicant's responsibility to make the appropriate application with Essential Energy for the supply of electricity to the subdivision, which may include the payment of fees and contributions. Despite Essential Energy not having any safety concerns, there may be issues with respect to the subdivision layout, which will require Essential Energy's approval.
5. In addition, Essential Energy's records indicate there is electricity infrastructure located within the property and within close proximity to the property. Any activities within these locations must be undertaken in accordance with the latest industry guideline currently known as *ISSC 20 Guideline for the Management of Activities within Electricity Easements and Close to Infrastructure*. Approval may be required from Essential Energy should activities within the property encroach on the electricity infrastructure.
6. Prior to carrying out any works, a "Dial Before You Dig" enquiry should be undertaken in accordance with the requirements of Part 5E (Protection of Underground Electricity Power Lines) of the *Electricity Supply Act 1995 (NSW)*.
7. Given there is electricity infrastructure in the area, it is the responsibility of the person/s completing any works around powerlines to understand their safety responsibilities. SafeWork NSW ([www.safework.nsw.gov.au](http://www.safework.nsw.gov.au)) has publications that provide guidance when working close to electricity

infrastructure. These include the *Code of Practice – Work near Overhead Power Lines* and *Code of Practice – Work near Underground Assets*.

Should you require any clarification, please do not hesitate to contact us.

Regards

Fiona Duncan  
Conveyancing Officer  
Legal & Conveyancing  
Governance & Corporate Services



T: 02 6589 8773 (Ext 88773) | [conveyancingteam@essentialenergy.com.au](mailto:conveyancingteam@essentialenergy.com.au)

PO Box 5730 Port Macquarie NSW 2444 | [essentialenergy.com.au](http://essentialenergy.com.au)

General enquiries: 13 23 91 | Supply interruptions (24hr): 13 20 80

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**From:** NSW Planning  
**Sent:** Friday, 7 January 2022 2:50 PM  
**To:** Fiona Duncan  
**Cc:** ConveyancingTeam  
**Subject:** Update: NSW Government concurrence and referral request CNR-32652(SNOWY MONARO REGIONAL COUNCIL)

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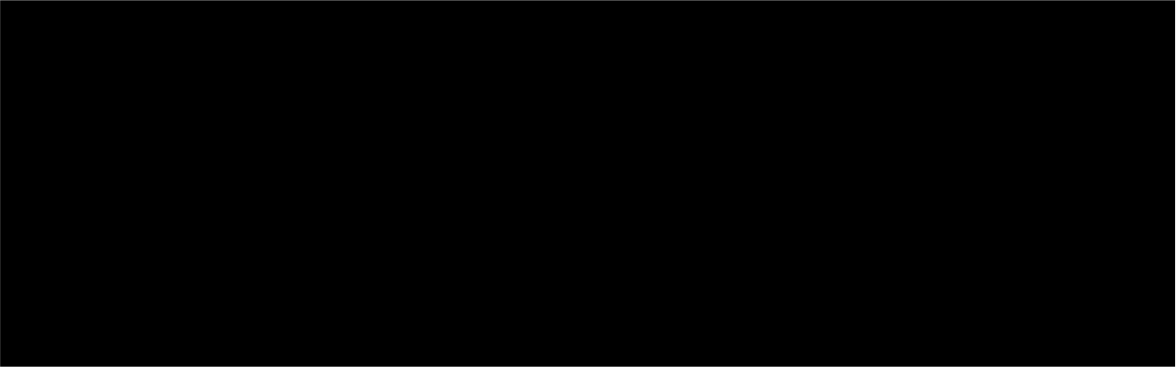
The NSW Government consideration of an application 10.2021.382.1 at 10 JINDABYNE ROAD BERRIDALE 2628 has been assigned to you for assessment.

Please log into the [NSW Planning Portal](http://planningportal.nsw.gov.au) and use reference number CNR-32652 to action this request.

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Our neighbourhood is concerned and we have come to consider the following important issues for objecting to the proposed changes by Ausland Development for access from Lot 10 Jindabyne road to be changed from Kosciusko road to Kiparra Drive, Hoskin Street and Mackay Street are;

1. There is already a very high volume of traffic due to a large number of residents on this side of Berridale as well as a high volume of traffic travelling to and from the full time operating childcare facility, the police station and the retirement aged care residents homes located off of these streets.
2. During winter and summer peak seasons there are currently already issues gaining safe and easy access onto to Kosciusko road from Mackay street as well as difficulty gaining access from Kosciusko road onto Mackay street -and can be met with great delay. These delays of turning into Mackay street or turning onto Kosciusko road causes traffic to be backed up Mackay street as well as causing traffic to be backed up past Myack street (blocking traffic coming from that side of Berridale and also traffic coming from Dalgety direction as well as blocking traffic coming from Jindabyne direction).
3. It is currently dangerous trying to turn into Mackay street during peak seasons (summer and winter) without a turning lane onto -or off of our street. It is dangerous trying to turn left or right onto Kosciusko road also to head towards Cooma, Jindabyne and Dalgety. Increased traffic by the proposed magnitude of the Lot 10 application will amplify these issues increasing motor vehicle accidents. There are 3 essential services up this end of town 1. the police station 2. aged care facilities 3. A full time operating busy childcare centre. There needs to be a turning lane onto Kosciusko road and off of Kosciusko road -when turning up Mackay street NOW.
4. The bottom of Mackay street has a significant flaw (substantial dip) in the contour of the road where Mackay street meets Kosciusko road and you have to slow down to 5-10km per

hour when turning up Mackay street or your vehicle scrapes (bottoms out) on the road causing damage to all the current vehicles travelling up and down Mackay street. Council will need to fund the resurfacing and smoothing of this vehicle damaging dip.

5. There are no sidewalks on any of the proposed side streets (except for just one sidewalk on just one side of Mackay street). There are no sidewalks on Hoskins street or Kiparra Drive – at all or any of the other streets on this side of town. Pedestrians walk their Dogs, ride their bikes, scooter, skateboard and push their prams in the middle of these roads and streets as there are NO sidewalks. There are many residential vehicles that are also currently parking on the road side and blocking vision and narrowing the space for safe walking and biking that currently takes place in the middle of these roads and streets. It is dangerous already - especially for the large number of children in the area.

6. There is no 'cross walk' between Hoskins street and Mackay street -to access the sidewalk on the opposite side of Mackay street.

7. There will be a substantial increase in car numbers of approximately 2 per household averaging 160 vehicles (NOT INCLUDING visitors, service and delivery vehicles etc) between the two proposed developments (referring to -and including the other development off of Kiah lake road which plans to also access these same streets). These 160 vehicles plus visitors, service and delivery vehicles will travel an extra 4km per day driving up and around to - exit or enter Lot 10 and will unnecessarily travel approximately an extra 2km each way - per day. This will equal approximately a minimum of 640Km of extra travel per day - between these two developments. Times that by 365 days per year – and this equates to a minimum of 233,600 extra unnecessary kilometres per year. The carbon emissions impact will be significant.

8. The increased traffic has great potential to devalue properties in this part of Berridale

9. There will be a substantial fire evacuation risk with convoluted entry and exit access points to these developments (namely Lot 10) impacting pre-existing residents as well as the new residents of these developments (namely Lot 10).

10. Access for all emergency services will be affected by awkward difficult convoluted entry/exit access points.

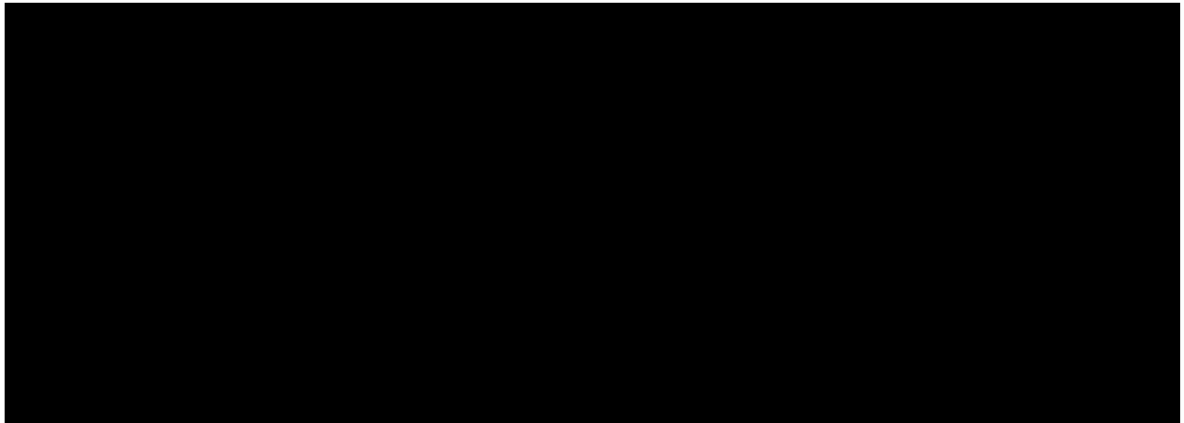
11. There will be a major increase in construction traffic (ie; cranes, delivery trucks, concrete trucks etc). These narrow residential streets are not able to cope with these large trucks and the volume that there will be upcoming with all the construction works between the two lots.

12. Transportable homes will not be able to fit down these streets.

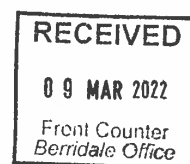
13. There will be increased noise pollution with an extra 160 vehicles per day minimum (not including visitors, services and delivery vehicles) between the two proposed subdivisions but namely Lot 10 (as per current objection).

14. There will be a substantial increase in wear and tear of these streets. There will be increased maintenance that will be required. Does the council have a sufficient budget to repair these streets for the proposed increased traffic load? Ausland Developments needs to put in a turning lane off Kosciusko road -and coming from both Jindabyne and Cooma directions for Lot 10. Kosciusko road is the obvious, clear, safe and natural access point to Lot 10. It is in the best interest of the community of Berridale to have appropriate, professional, logical and safe development for a positive and successful future. Setting a precedence for successful growth and development needs to be started off on the right foot. Sloppy, hodge-podge shifty cheap short cuts will wreak havoc on rate paying local residents and ruin the culture and uniqueness of Berridale. Effective strategic planning needs to be commenced at the planning stage- rather than post approval stage.

This is a firm objection letter to the proposed change of access of Lot 10 onto Kippara Rd, Hoskin Street and Mackay Street.



*Ideal access potentially off Buckenderra  
turn off if shabs have been  
deemed protected heritage status.*





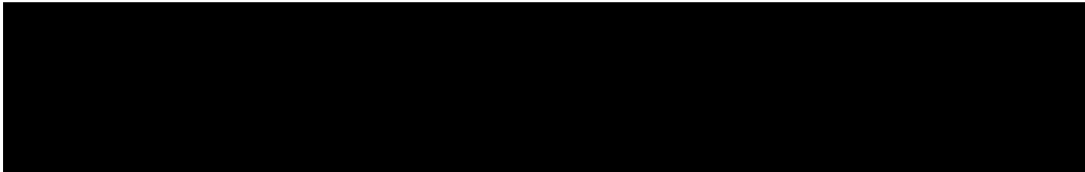
To the Snowy Monaro Regional Council ([council@snowymonaro.nsw.gov.au](mailto:council@snowymonaro.nsw.gov.au)) regarding the development proposal at 10 Jindabyne Road, Berridale

**This is an OBJECTION TO THE PROPOSED CHANGE OF ACCESS**

**Description:** 10 Jindabyne Rd. Berridale, LOT 1 DP: 932240

Application No 10.2021.382.1

The new 38 Lot subdivision by 'Ausland Developments PTY Ltd'



**Reasons for objecting to the proposed changes by Ausland Development for access from Lot 10 Jindabyne road to be changed from Kosciusko road to Kiparra Drive, Hoskin Street and Mackay Street are;**

- 1. There is already a very high volume of traffic due to a large number of residents on this side of Berridale as well as a high volume of traffic travelling to and from the full time operating childcare facility, the police station and the retirement aged care residents homes located off of these streets.**
- 2. During winter and summer peak seasons there are currently already issues gaining safe and easy access onto to Kosciusko road from Mackay street as well as difficulty gaining access from Kosciusko road onto Mackay street -and can be met with great delay.**

**These delays of turning into Mackay street or turning onto Kosciusko road causes traffic to be backed up Mackay street as well as causing traffic to be backed up past Myack street (blocking traffic coming from that side of Berridale and also traffic coming from Dalgety direction as well as blocking traffic coming from Jindabyne direction).**

- 3. It is currently dangerous trying to turn into Mackay street during peak seasons (summer and winter) without a turning lane onto -or off of our street. It is dangerous trying to turn left or right onto Kosciusko road also to head towards Cooma, Jindabyne and Dalgety. Increased traffic by the proposed magnitude of the Lot 10 application will amplify these issues increasing motor vehicle accidents.**

**There are 3 essential services up this end of town 1. the police station 2. aged care facilities 3. A full time operating busy childcare centre. There needs to be a turning lane onto Kosciusko road and off of Kosciusko road -when turning up Mackay street NOW.**

- 4. The bottom of Mackay street has a significant flaw (substantial dip) in the contour of the road where Mackay street meets Kosciusko road and you have to slow down to 5-10km per hour when turning up Mackay street or your vehicle scrapes (bottoms out) on the road causing damage to all the current vehicles travelling up and down Mackay street. Council will need to fund the resurfacing and smoothing of this vehicle damaging dip.**

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Pedestrians walk their dogs, ride their bikes, scooter, skateboard and push their prams in the middle of these roads and streets as there are NO sidewalks.

There are many residential vehicles that are also currently parking on the road side and blocking vision and narrowing the space for safe walking and biking that currently takes place in the middle of these roads and streets. It is dangerous already -especially for the large number of children in the area.

6. There is no 'cross walk' between Hoskins street and Mackay street -to access the sidewalk on the opposite side of Mackay street.
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These 160 vehicles plus visitors, service and delivery vehicles will travel an extra 4km per day driving up and around to - exit or enter Lot 10 and will unnecessarily travel approximately an extra 2km each way -per day. This will equal approximately a minimum of 640Km of extra travel per day -between these two developments.

Times that by 365 days per year – and this equates to a minimum of 233,600 extra unnecessary kilometres per year. The carbon emissions impact will be significant.

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**14. There will be a substantial increase in wear and tear of these streets. There will be increased maintenance that will be required. Does the council have a sufficient budget to repair these streets for the proposed increased traffic load?**

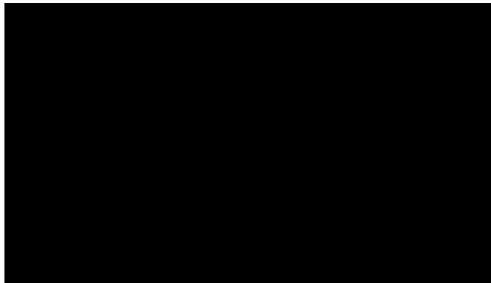
**Ausland Developments needs to put in a turning lane off Kosciusko road -and coming from both Jindabyne and Cooma directions for Lot 10. Kosciusko road is the obvious, clear, safe and natural access point to Lot 10.**

**It is in the best interest of the community of Berridale to have appropriate, professional, logical and safe development for a positive and successful future.**

**Setting a precedence for successful growth and development needs to be started off on the right foot. Sloppy, hodge-podge shifty cheap short cuts will wreak havoc on rate paying local residents and ruin the culture and uniqueness of Berridale.**

**Effective strategic planning needs to be commenced at the planning stage- rather than post approval stage.**

**This is a firm objection letter to the proposed change of access of Lot 10 onto Kippara Rd, Hoskin Street and Mackay Street.**





1<sup>st</sup> March 2022

*To the Snowy Monaro Regional Council in reference to Development Application 10.2021.382.1 regarding new subdivision planned for 10 Jindabyne Road Berridale.*

Dear CEO,

I am making a submission to strongly object to the “revised road access plan” for this subdivision through Mackay street, Hoskin street and in particular Kiparra Drive, Berridale.

The 10 Jindabyne Rd subdivision plan has an existing road access from the main road... Jindabyne Road (called Kosciusko Road alternately). There is ample room to create another turn in lane and footpath on the main road side of this development.

This is the logical solution. **Access could more appropriately be sensibly and safely brought in from the existing Southern Cross Drive near the motel if the site plan was altered slightly.** This would prevent the necessity of creating an extra street into what is at times a very busy Jindabyne (Kosciusko) road. Kiparra drive is a quiet street and is not suitable and was not designed to take the traffic load that would occur with all proposed subdivision infrastructure development. It is simply not made for the large truck movement traffic that would ensue.

The social impacts are increased noise, traffic and road danger to these streets and adjoining streets.

West facing Mackay street is dangerous in Spring and Autumn as afternoon traffic drives straight into the setting sun. There was a fatality there in the late 70s when someone was hit walking up the street in that situation. The entrance to Mackay street is poorly constructed and big vehicles must slow down to drive over the substantial dip at the street entrance. There is also a “heritage” silent cop mid street marker that I believe is one of the last remaining ones in NSW. Big trucks would have to negotiate that as well. It is an intersection that has poor visibility either way and somewhat dangerous when turning into or off the busy main road traffic, particularly during winter.

So, Mackay, Hoskin streets and Kiparra drive are NOT SUITABLE to cope with the increased heavy vehicle and increased residential vehicles that an entrance to this subdivision would entail.

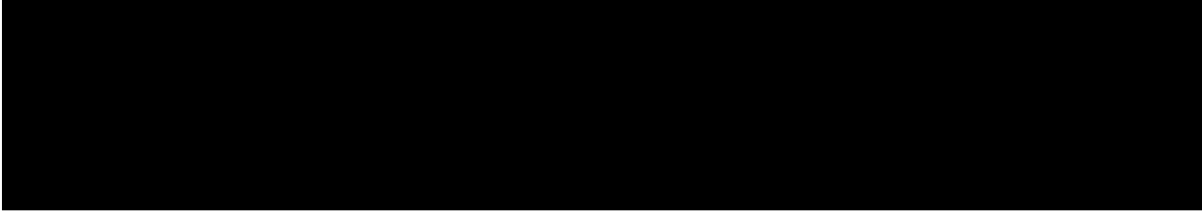
The right turn into Hoskin Street is sharp and also has a substantial dip. In mornings and evenings it can be busy and people often cut the corner.

The traffic data collated for this DA was done during August 2021 and is inadequate due to the fact that winter holiday letting traffic was severely reduced due to Sydney’s lockdown and subsequently the lockdown here in the Snowy Mountains.

Residents who moved to Kiparra drive to live in a quiet street are collectively against the revised access. Children in the street will have less access to be able to ride bikes safely.. particularly down the south side of Kiparra drive where vehicles often already travel too fast past houses with children playing on the street. Council need to know that on weekends and midweek also in busy holiday periods vehicles are usually parked on the street on both sides and the passing room narrows to an unsafe distance for trucks.

Like so many subdivision developments in our Local Council area.. this is inadequate planning that will adversely affect existing and future local residents. We are asking for a town meeting with councillors and council's town planners attendant to discuss our objections asap.

Please register this submission and email or mail us back with acknowledgement of your receiving it asap. Thank you.





Application No. 10.2021.382.1  
10 Jindabyne Road,  
Berridale NSW 2628

Chief Executive Officer  
Peter Bascombe  
Snowy Monaro Region Council  
Berridale  
NSW 2628

Dear Sir,  
I have some concerns over the development of the proposed subdivision at 10 Jindabyne Road, Berridale.

The Hawthorn Hedges, on the eastern approach to Berridale, were planted by staff of The Snowy River Shire, and are a distinct feature of Berridale. Both sides of the road should be listed as of historical significance, not just the southern side.

I have a personal dislike of the flat roofed houses on small lots of land, as in the development at Kunama Gallery, East Jindabyne. I presume this development will be similar. This style of house appears to be the prevalent design. Retaining the Hawthorn Hedge would provide privacy as well as keep the look of Berridale as a village. Retaining the Hedge would reduce the traffic noise and exhaust fume pollution

The Hedges are a small bird sanctuary, unfortunately I have seen only sparrows (but they may do good somewhere). Apparently there are Blue Wrens and Finches.

The street naming policy of the former SRSC, for Berridale, was to name the streets after the men from Berridale & district who were killed in World War 1, and are named on the Berridale War Memorial. Some of these are streets Roberson St., Mackay St., Hoskin St., Flanagan St., Morrice St., etc.. This policy has ceased in the last few years. There are at least 11 more AIF men KIA, but only 9 names. The names for Berridale and district are on the northern side of the Memorial, and the men from Dalgety and district on the eastern side. This Development would be a perfect opportunity to continue this street naming. There is a plaque also on a rock, facing Park Rd, with the names which were left off the War Memorial.

There are service men and women from World War 2, named on the Memorial, who were killed, or died during the conflict,. These too need to be immortalised



Names of men killed in WW1 who were not included

Pte James Daniel Adams

Pte Charles Brown

L/Cpl Claude Campbell

Pte Marcus Higgins

Pte Oscar Hyles

Pte Elliott Hyles

Pte William J T Kelly

Pte Ernest Monte Primmer

Pte Ernest C Try

Pte Joseph Turner

Pte Ernest Turner

Pte Henry Turner



Hi there,

My mother in law resides in the residential area within Kiparra Dr, Berridale.

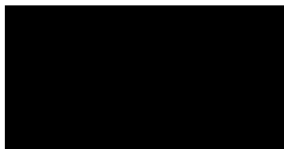
Her concerns regarding the subdivision include:

- Additional traffic generated and impact through Kiparra Drive, a small loop residential street. With Dual Occupancies permitted on each lot, the development could result in over 70+ dwellings being erected.
- If the new intersection onto Jindbayne Road is not supported or does not go ahead, then all traffic will be pushed through Kiparra Dr. If it does go ahead, many residents may still use Kiparra Dr. The proposal should have no connection through Kiparra Dr.
- The drainage and overflow from the watercourse through the site may be directed into the existing residential area within Kiparra Dr. This wet season has seen this occur.
- Inadequate recreation, open space and pedestrian thoroughfares within the new residential area.
- No use of building envelope's to regulate development. With a 9m height limit and small rear setback, dwellings could be located very close to the southern boundary, having a devastating impact on view loss, shadowing and privacy.

Whilst I am no expert on planning issues, I work with Town Planners who have reviewed the DA and advised of a number of deficiencies which are alarming:

- The site is located on top of a mapped watercourse. The development would be Integrated Development and require formal advertising for 28 days.
- The site is flood prone.
- The site includes native vegetation and most of the site would be disturbed by the construction of roads, services and future houses. This would trigger the requirement for a Biodiversity Report. Councils LEP map does not determine whether the site has native vegetation or whether this requires a Biodiversity Report. This needs to be undertaken by an Ecologist.

Whilst these issues (except for the watercourse) do not impact on my Mother in Law, it shows that the subdivision has not been professionally put together and considered by the developer. This raises concern as to whether they know what they are doing.





**SUBMISSION ON PROPOSED SUBDIVISION OF LOT 1 DP932240  
JINDABYNE ROAD BERRIDALE**

Thank you for the opportunity to comment on the proposed subdivision of Lot 1 DP932240.

It is pleasing to see additional development proposed for Berridale which will assist in going some way to relieving the affordable land for housing shortage in the area.

**INTERSECTION ROAD 1 WITH JINDABYNE ROAD**

It is my opinion that the proposed intersection of Road 1 with the Jindabyne Road is located too close to the intersection with Southern Cross Drive. The proposed location is such that during Winter months in particular, there is potential for too many conflicting traffic movements and potential accidents.

Therefore the Southwestern section of Road 1 should be the road extended to intersect with the Jindabyne Road even though it necessitates removal of a section of the existing hedge.

**TRAFFIC FLOW THROUGH THE SUBDIVISION**

There is forecast additional 84 to 92 additional traffic movements through the proposed subdivision (additional to that generated by the proposed subdivision) from the existing residential area of Brown and Price Streets and Kipara Drive. That additional traffic should not be allowed to meander at will through narrow residential streets and therefore the proposed extension of the Northwestern road (for future development of Lot Y DP417424) should be moved from the proposed location between lots 16 and 17 to between proposed lots 14 and 15 which will allow a more ordered traffic flow and less traffic impact on the majority of the lots within the subdivision once the land to the Northwest of the proposed development comes to fruition.

**ROAD WIDTHS**

While the proposed road widths are possibly adequate for normal residential streets, I believe 15 metres is not an adequate width in tourist areas where dual occupancies generate far more traffic than one would expect from a normal residential area. We have seen the debacle of the impacts of dual occupancies in Jindabyne where in Winter, narrow streets are dominated by vehicles parking on footpaths due to there being insufficient on site parking for 2 or 3 addition vehicles on each allotment. This comment is particularly relevant to the proposed link road between any Hoskin Street development and the Jindabyne Road. At the very least there should be 10.5 metres between kerbs in order to accommodate on street parking in at least one lane, leaving a 2 way unimpeded flow.

2.

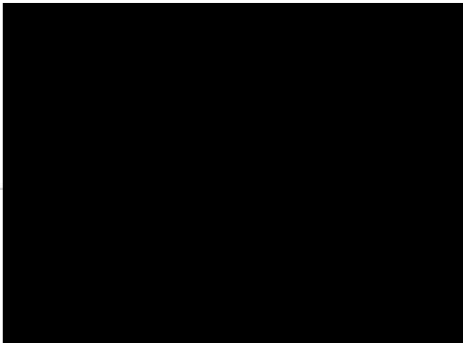
Cont. Submission on subdivision proposal Lot 1 DP932240

**LOT LAYOUT**

While the proposed lot layout makes for effective development of the land with lot sizes that are attractive I believe a bit of fine tuning of boundaries will make for a better layout.

The Northeastern boundaries of proposed lots 6 to 14 should be made parallel to their Southwestern boundaries. That will create a small kink in the alignment of Road 1 at about the Kiparra Drive intersection thereby eliminating the appearance of a through road and will also save the developer cost through shortening the length of the Kiparra Drive extension. That alignment will also allow for the lot and road layout for the future development of Lot Y DP417424 to provide more ordered lot sizes and shapes as well as a safer intersection with any proposed extension of Hoskin Street. The longer boundaries of lots 15 to 18 should intersect at right angles with the Northwestern boundary of the lot.

If proposed Road 1 is extended in a Westerly direction between lots 14 and 15, it will also eliminate the proposed undesirable battleaxe blocks 13 and 14 by creating a road frontage for them. There may also be some additional savings in the development cost by needing less stormwater drainage.





~~Att 09~~  
CEO Nancy Manaro  
Regional Council

Public Notification  
New PROPOSAL  
New 38 Lot Subdivision  
10 Jindabyne Rd.  
Berrigale 2628.  
Lot 1 J.P. 932240  
AUSTAND Development. Pty.  
10.2021.382.1.

RECEIVED  
11 MAR 2022  
Records  
Cooma Office

I OBJECT to this New PROPOSAL to have KILPARRA DRIVE AS THE SOLO ENTRY & EXIT AS THERE WILL BE A LOT MORE TRAFFIC ON THE ROAD & THIS WILL PROVE TO BE UNSAFE FOR THE PEDESTRIANS THAT USE IT AS THERE IS NO FOOTPATH AT ALL.


There will need to be upgrading of entrance Mackay ST AS IT IS IN A POOR STATE.

Without Public Transport 38 more residences would add up to 80 plus vehicles which will make it a very busy road. The trees would need regular maintenance for high vehicle & buses. - that pick up school kids.

The open park on the corner of HOSKINS ST & KILPARRA Drive needs a fence a round it to keep the children SAFE from the cars & trucks & B. AND extra traffic.

The High Beam used at night would cause anguish to the residents of Mackay ST Hoskin st & Kilparr Drive. The first PROPOSAL of using Jindabyne Rd AS main entry & exit IS THE LOGICAL way TO GO



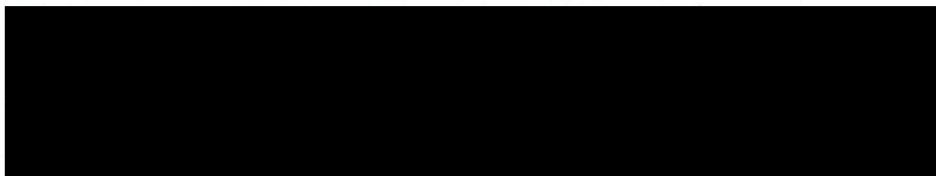
	<p>RECEIVED 11 MAR 2022 Records Cooma Office</p>	<p>Public Notification NEW PROPOSAL New 38 Lot Subdivision 10 Lindabyne Rd Berridale 2628 Lot 1 DP 932240 Ausland Development PTY LTD 10.2021.382.1</p>
<p>FROM</p> 		<p>TO CEO, Snowy Monaro Regional Council</p>
<p>I wish to <u>OBJECT</u> to this proposal on the following grounds.</p> <ol style="list-style-type: none"><li>① With the extra traffic that will be using Kiparra Drive there isn't any footpath to walk on. So would be very dangerous &amp; unsafe for everyone.</li><li>② The park on the corner of Hoskin &amp; Kiparra would need to be fenced to keep the children safe from the extra cars &amp; trucks.</li><li>③ The entrance of Mackay St would need major upgrading.</li><li>④ The colony of frogs in the middle of the row paddock would need to be relocated.</li><li>⑤ The traffic survey was conducted when lockdown was on (Aug 21) so fewer cars on the road (Invalid)</li><li>⑥ This proposed sole vehicle access route will put children, elderly &amp; pedestrians &amp; car owners at risk &amp; does not seem logical or safe.</li><li>⑦ No notification from council has been sent to residents that will be affected.</li><li>⑧ Constant large trucks going by school children &amp; through narrow streets with parked cars will be a significant safety issue.</li><li>⑨ Construction access &amp; abnormally wide loads entering Mackay St then Hoskins St</li></ol>		

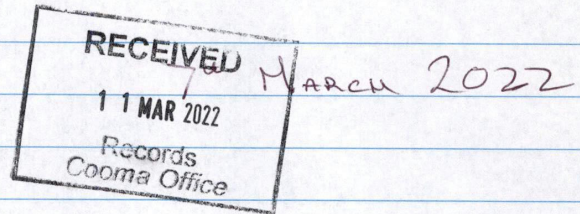
then Kiparra Drive would have a detrimental effect on these roads:

- ⑩ High beam through streets with extra traffic.
- ⑪ Kiparra is used by motorists to escape from police breathalysers on Jindabyne Rd. Accident waiting to happen

Conclusion

Jindabyne Rd to be main entrance/exit would be the smart solution, as first proposed.





CEC, SNOWY MONARO REGIONAL COUNCIL  
PO Box 714  
COOMA NSW 2630

RE: PUBLIC NOTIFICATION - NEW PROPOSAL -  
PROPOSED DEVELOPMENT - NEW (38) THIRTY EIGHT  
LOT SUBDIVISION - PROPERTY DESCRIPTION  
10 JINDARBYNE ROAD, BERRIDALE NSW 2628  
LOT 1 DP. 932240. AUSLAND DEVELOPMENT  
PTY. LTD. 10.2021.382.1 RE CHANGE OF  
LOCATION OF ACCESS TO SUBDIVISION NOW  
PROPOSED SOLELY FROM KIPARRA DRIVE

I WISH TO BRING TO YOUR ATTENTION  
THE OBJECTIONS I HAVE TO THE CHANGE  
OF ACCESS VIA KIPARRA DRIVE.

- ① THE ENTRANCE TO MACKAY STREET  
WOULD NEED SOME MAJOR UPGRADING DUE  
TO THE AMOUNT OF ADDITIONAL TRAFFIC  
GOING TO USE THIS ROAD.

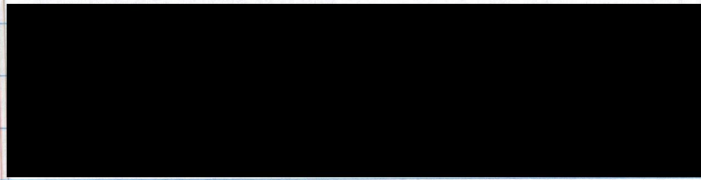
- 2 -

② THE PROPOSED VEHICULAR ACCESS ROUTE WILL PUT CHILDREN, THE ELDERLY AND PEDESTRIANS, PLUS CAR OWNERS THAT LIVE IN KIPARRA DRIVE AT RISK AND DOES NOT SEEM LOGICAL OR SAFE ESPECIALLY AS THERE ARE NO FOOTPATHS TO WALK ON.

③ THE PARK ON THE CORNER OF KIPARRA DRIVE AND MOSKIN STREET WOULD NEED TO BE FENCED OFF TO KEEP THE CHILDREN SAFE FROM THE EXTRA TRAFFIC, NOT ONLY ADDITIONAL CARS BUT LARGE TRUCKS, BUSES PICKING UP SCHOOL CHILDREN, THE ROAD SEEMS TOO NARROW FOR THIS EXTRA TRAFFIC.

④ AT NIGHT HIGH BEAMS WILL BE USED BY MOTORISTS USING KIPARRA DRIVE TO ACCESS THE NEW SUBDIVISION, THEREFORE CAUSING SOME ANXIETY TO SOME RESIDENCE, PLUS THE ADDITIONAL NOISE WOULD CHANGE THE PLEASANT AMBIENCE OF THIS PART OF BERRIDALE.

I FEEL THAT JINDABYNE ROAD WOULD BE A BETTER PROPOSITION FOR AN ENTRANCE/EXIT TO THIS NEW SUBDIVISION



Att 09

CEO Nancy Manaro  
Regional Council

Public Notification  
New Proposal.

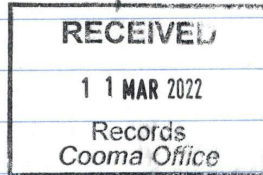
New 38 Lot Subdivision  
10 Jindabyne Rd.

Berrigale 2628.

Lot 1 J.P. 932240

AUSTLAND Development, Pty.

10.2021.382.1



I OBJECT to this New PROPOSAL to have KILPARRA DRIVE AS THE SOLO ENTRY & EXIT AS THERE WILL BE A LOT MORE TRAFFIC ON THE ROAD & THIS WILL PROVE TO BE UNSAFE FOR THE PEDESTRIANS THAT USE IT AS THERE IS NO FOOTPATH AT ALL.

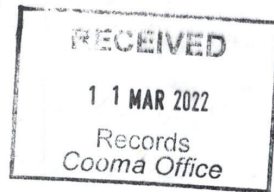
There will need to be upgrading of entrance Mackay ST AS IT IS IN A POOR STATE.

Without Public Transport 38 more residences would add up to 80 plus vehicles which will make it a very busy road. The trees would need regular maintenance for high vehicle & buses - that pick up school kids.

The open park on the corner of HOSKINS ST & KILPARRA Drive needs a fence a round it to keep the children SAFE from the cars & trucks & B. AND extra traffic.

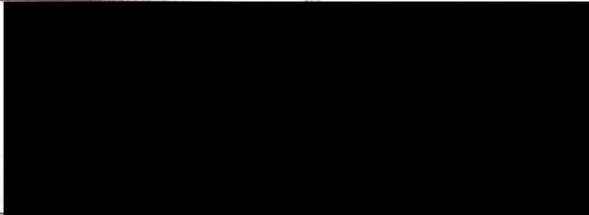
The High Beam used at night would cause anguish to the residents of Mackay ST Hoskin st & Kilparr Drive. The first proposal of using Jindabyne Rd AS main entry & exit is the logical way to go





Public Notification  
NEW PROPOSAL  
New 38 Lot Subdivision  
10 Lindabyne Rd  
Berridale 2628  
Lot 1 DP 932240  
Ausland Development  
PTY LTD  
10.2021.382.1

FROM



TO

CEO, Snowy Monaro  
Regional Council

I wish to OBJECT to this proposal on the following grounds.

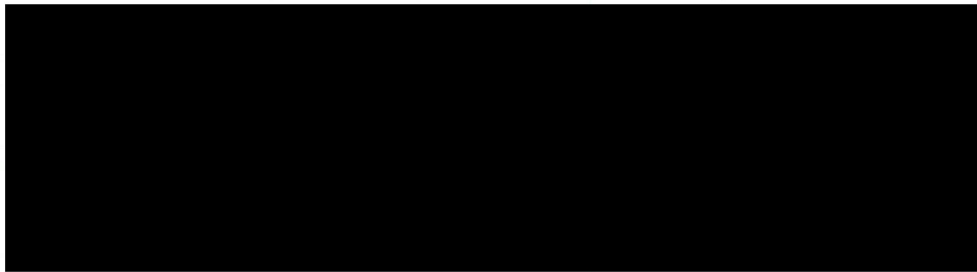
- ① With the extra traffic that will be using Kiparra Drive there isn't any footpath to walk on. So would be very dangerous & unsafe for everyone.
- ② The park on the corner of Hoskin & Kiparra would need to be fenced to keep the children safe from the extra cars & trucks.
- ③ The entrance of Mackay St would need major upgrading.
- ④ The colony of frogs in the middle of the row paddock would need to be relocated.
- ⑤ The traffic survey was conducted when lockdown was on (Aug 21) so fewer cars on the road (Invalid)
- ⑥ This proposed sole vehicle access route will put children, elderly & pedestrians & car owners at risk & does not seem logical or safe.
- ⑦ No notification from council has been sent to residents that will be affected.
- ⑧ Constant large trucks going by school children & through narrow streets with parked cars will be a significant safety issue.
- ⑨ Construction access & abnormally wide loads entering Mackay St then Hoskins St

then Kiparra Drive would have a detrimental effect on these roads:

- ⑩ High beam through streets with extra traffic.
- ⑪ Kiparra is used by motorists to escape from police breathalysers on Jindabyne Rd. Accident waiting to happen

Conclusion

Jindabyne Rd to be main entrance/exit would be the smart solution, as first proposed.





16 February, 2022

Snowy Monaro Regional Council  
Email: [council@snowymonaro.nsw.gov.au](mailto:council@snowymonaro.nsw.gov.au)

RE: DEVELOPMENT PROPOSAL - OBJECTION TO CHANGE OF ACCESS

Description: 10 Jindabyne Road, Berridale, Lot 1 DP:932240  
Application No. 10.2021.382.1  
New 38 Lot Subdivision by Ausland Developments Pty Ltd

Political Donations and Gifts Declaration:

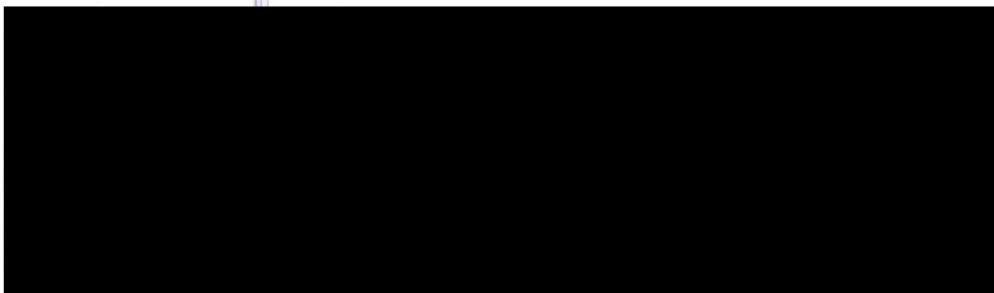
In accordance with Section 147 of the Environmental Planning and Assessment Act 1979, I declare that I have not made any Political donations or gifts within the last two years, nor any associate.

Reasons for Submission:

1. Substantial increase in access/egress traffic movements via Mackay Street, from a subdivision located on Jindabyne Road which already has access.
2. Impact on Aged residents within the existing Four Berry Cottages, which is currently expanding to six residences. (Top end of Mackay and Brown streets)
3. Proposed further subdivision off Brown Street which would naturally be accessed via Mackay Street, as well.
4. Also noted access to future subdivisions via Hoskin Street is also planned, which will impact residents in Mackay Street.
5. The junction at the bottom of Mackay Street onto Jindabyne Road is poorly constructed and needs to be navigated slowly when turning in from Cooma direction. This already holds up traffic behind and will be compounded by many additional vehicle movements.
6. There are already vehicles parked on either side of Mackay Street so you need to give way or navigate through. This is also the case with Hoskin Street and Kiparra Drive.

2

7. There are no footpaths either side of Hoskin Street or Kiparra drive and therefore the roads are used by pedestrians, kids on bikes and parents pushing youngsters in strollers.
8. The traffic movements listed in Engineers Report (Fig 10) does not take into consideration the location of a Childcare facility in Pryce Street. This document also omitted the residences on the West side of Brown Street, ie The Berry Cottages and several others along the top side of Brown Street.
9. Being a long term resident of Mackay Street, it is noted that during summer, the afternoon sun is blinding when travelling up Mackay Street, making children walking or on bikes and scooters difficult to see. The risk of accident will be severely increased with increased traffic on this road.
10. Confusion and delays for Emergency Service vehicles, Ambulance etc., trying to access this Jindabyne Road Development via three other roads.



16 March 2022

CEO  
Snowy Monaro  
Regional Council  
PO Box 714  
Cooma. 2630

Dear Sir,

Re:-  
DA. - 10.2021.382.1 – Lot 1 DP 932240  
Proposal - New Thirty Eight lot Subdivision  
Property Address - 10 Jindabyne Road Berridale 2628

We strongly object to Kapara Drive being the only access point for the new subdivision at 10 Jindabyne Road Berridale.

We are not against the development, not against using Kiparra drive as access, but there should be at least two access points for the development as stated on the original application.

The reasons are as follows:-

Kiparra Drive is a small quiet street and only caters to locals, it was not meant as the only access for a development of that size.

Why can't the development use Southern Cross Drive, Middlingbank Road then Jindabyne road? Or directly from Southern Cross Drive to Jindabyne Road. The access is already there and is more direct than Kiparra, Hoskin and Mackay then Jindabyne Road.

As there is no public bus service between Jindabyne and Cooma most houses in the development at 10 Jindabyne Road Berridale will have at least two cars so 38 blocks equals up to 80 cars, not counting teenagers with cars and visitors plus service vehicles, delivery trucks, tradies etc all using Kiparra Drive.

The extra traffic is going to effect all the local streets and future developments entering Jindabyne road from Mackay street and will be a danger to children and locals who have to walk on the road due to the lack of footpaths.

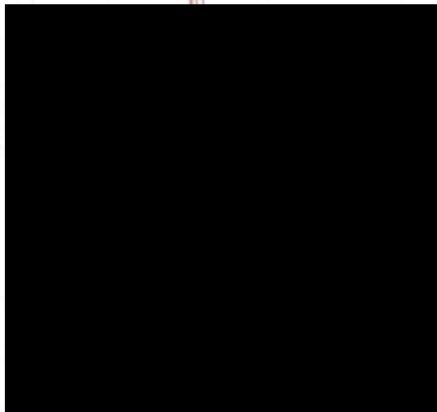
The intersection of Mackay Street and Jindabyne Road is not clear, particularly when cars are parked on the right hand side.

The playground on the corner of Kiparra and Hoskin will have to be fenced for the safety of the local children.

As residents, we assume it would be in the councils best interest to look after the people in the community and their needs and not give preferential treatment to developers, can we ask, who, are more important to the council?

We would like to know why the access was changed and why the residents were not informed.

Why was the traffic study conducted during COVID lockdown?





16th March 2022

To Whom it may concern

Re the Development of Subdivision

10 Jindabyne Rd Berridale

DA 10.2021.382.1

In regards to this Development, We have a house in Kiparra dr Berridale and have never had any form of notice about this Development

The first we heard about it was via face book , and were shocked to see what was planned for our quiet neighbourhood

This is definitely not good enough.

We bought this property as it was a nice quiet street with very little traffic and if Kiparra drive is used for access to this new Development we and the quiet life we have in our street will be highly impacted by this new development, the increase in traffic and noise will effect our quality of life in our home re noise and increase of foot traffic walking past our homes

So we definitely FIERCELY OBJECT to this Development and proposal to use Kiparra dr for Access in this or any Development in the future

Access should be from the main Rd being Jindabyne Rd and paid for by the developer .



Your Ref: 10.2021.382.1  
Sarah Brown

16 March 2022

Snowy Monaro Regional Council  
81 Commissioner Street  
Cooma NSW 2630  
Australia  
**By email: council@snowymonaro.nsw.gov.au**

**RE: Public Notification – New Proposal  
Proposed Development – New Thirty-Eight (38) Lot Subdivision**

**Property Description – 10 Jindabyne Road BERRIDALE 2628 (Lot: 1 DP:  
93240)**

**Applicants Name – Ausland Developments Pty Ltd  
Application Number – 10.2021.382.1  
4.6 Variation applied for – Not Applicable**

Dear Sir/Madam

We have been instructed to, on behalf of our client, to object to the new proposal as detailed in your communication dated the 16<sup>th</sup> February 2022.

The points of objection are as follows:

1. The redirection of the traffic through Kiparra Drive, which is a quiet residential precinct, will have an impact on the residents of Kiparra Drive, in that there will be a massive increase of traffic flow from the proposed 38 Lot Subdivision that neither the residents nor the infrastructure and the current Hoskin Street and MacKay Street are designed to handle.



2. There is a children's playground that is known to Council between Kiparra Avenue and Hoskin Street and the children of the local precinct are frequently playing in the playground and accessing this by foot along Kiparra Drive and Hoskin Street, and other residential properties running off Hoskin Street. This without going into detail would cause a risk to the children of that community by permitting access through Kiparra Avenue to the proposed development site.
3. There is a distinct possibility that the increase of traffic flow through residential area existing in Berridale will cause a de-valuation to the properties located there in and adjacent to development. It would be preferable to revert access to the original application that is directly on to the highway.
4. In the alternative, our client is aware there is a proposed Subdivision beyond this current Subdivision of 38 Lots being to the north of the proposed site of the Subdivision and to the east of Hoskin Street. Our client is unaware of what council is doing with this application however, it is our client's thoughts that there would be access from Hoskin Street through to the proposed site that could lead to Council determining on that development application that appropriate access be given through to the 38 Lot Subdivision, which would then provide a free flow of traffic through the village of Berridale without interfering with the quiet amenity of the local of Kiparra Drive.
5. Our client is of the view that in determining the application for a 38 Lot Subdivision, the onus of establishing satisfactory entrances and exits from the Subdivision site onto the main Snowy Mountains highway is a problem that needs and is required to be resolved by the proponent of the Subdivision as per the original proposal and that it is not the place of Council to assist in identifying a totally inadequate and impractical alternative location through quiet residential areas.
6. In determining the new application, both the Council and RTA will be aware of the fact by diverting the traffic through Kiparra Drive and eventually onto the Snowy Mountains Highway, that such diversion does not resolve the problem of traffic entering the Snowy Mountains Highway. In fact, such diversion and entrance onto the Snowy Mountains Highway from MacKay Street would increase the traffic flow onto the Snowy Mountains Highway at this point that is already an identifiable problem.
7. The intersection of the Snowy Mountains Highway and MacKay Street is already in a bad state of repair and the cost of providing access through MacKay Street to the proposed Subdivision will be equal to, if not greater, than the original proposal for the 38 Lot Subdivision, the difference being that the applicant will not be responsible for this cost of the upgrade and laneage required at the MacKay Street entrance as it will be a cost imposed upon the community as it will be the Council's and not RTA's responsibility to upgrade this intersection, however, if the original entrance proposal was to be maintained, this is a cost that would be met by the applicant developer.

Snowy Monaro Regional Council

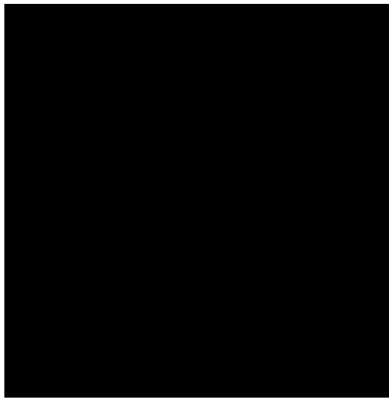
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16 March 2022

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In our client's submission, this is a serious issue that has been raised in the new proposal and that the new proposal be rejected and that the applicant developer progresses with the entrance and exit of the Snowy Mountains Highway as per the original application. Or by other means that do not adversely affect the current residents of the village of Berridale such as that proposed with an access continuing through Hoskin Street and the development that will occur to the north of the 38 Lot Subdivision and on to the highway.

Our client reserves the right to make further submissions regarding the new proposal and we would request that you keep us and our client fully informed of any future modifications to the original application and to the outcome of Council addressing the submissions to the new proposal. Our client reserves all other rights as well.



To the Snowy Monaro Regional Council ([council@snowymonaro.nsw.gov.au](mailto:council@snowymonaro.nsw.gov.au)) regarding the development proposal at 10 Jindabyne Road, Berridale

**This is an OBJECTION TO THE PROPOSED CHANGE OF ACCESS**

**Description;** 10 Jindabyne Rd. Berridale, LOT 1 DP: 932240

Application No 10.2021.382.1

The new 38 Lot subdivision by 'Ausland Developments PTY Ltd'

**\* Political Donations and Gifts Declaration;**

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

**Reasons for objecting to the proposed changes by Ausland Development for access from Lot 10 Jindabyne road to be changed from Kosciusko road to Kiparra Drive, Hoskin Street and Mackay Street are;**

1. There is already a very high volume of traffic due to a large number of residents on this side of Berridale as well as a high volume of traffic travelling to and from the full time operating childcare facility, the police station and the retirement aged care residents homes located off of these streets.

2. During winter and summer peak seasons there are currently already issues gaining safe and easy access onto to Kosciusko road from Mackay street as well as difficulty gaining access from Kosciusko road onto Mackay street -and can be met with great delay.

These delays of turning into Mackay street or turning onto Kosciusko road causes traffic to be backed up Mackay street as well as causing traffic to be backed up past Myack street (blocking traffic coming from that side of Berridale and also traffic coming from Dalgety direction as well as blocking traffic coming from Jindabyne direction).

3. It is currently dangerous trying to turn into Mackay street during peak seasons (summer and winter) without a turning lane onto -or off of our street. It is dangerous trying to turn left or right onto Kosciusko road also to head towards Cooma, Jindabyne and Dalgety. Increased traffic by the proposed magnitude of the Lot 10 application will amplify these issues increasing motor vehicle accidents.

There are 3 essential services up this end of town 1. the police station 2. aged care facilities 3. A full time operating busy childcare centre. There needs to be a turning lane onto Kosciusko road and off of Kosciusko road -when turning up Mackay street NOW.

4. The bottom of Mackay street has a significant flaw (substantial dip) in the contour of the road where Mackay street meets Kosciusko road and you have to slow down to 5-10km per hour when turning up Mackay street or your vehicle scrapes (bottoms out) on the road causing damage to all the current vehicles travelling up and down Mackay street. Council will need to fund the resurfacing and smoothing of this vehicle damaging dip.

5. There are no sidewalks on any of the proposed side streets (except for just one sidewalk on just one side of Mackay street).

There are no sidewalks on Hoskins street or Kiparra Drive – at all or any of the other streets on this side of town.

Pedestrians walk their dogs, ride their bikes, scooter, skateboard and push their prams in the middle of these roads and streets as there are NO sidewalks.

There are many residential vehicles that are also currently parking on the road side and blocking vision and narrowing the space for safe walking and biking that currently takes place in the middle of these roads and streets. It is dangerous already -especially for the large number of children in the area.

6. There is no 'cross walk' between Hoskins street and Mackay street -to access the sidewalk on the opposite side of Mackay street.

7. There will be a substantial increase in car numbers of approximately 2 per household averaging 160 vehicles (NOT INCLUDING visitors, service and delivery vehicles etc) between the two proposed developments (referring to -and including the other development off of Kiah lake road which plans to also access these same streets).

These 160 vehicles plus visitors, service and delivery vehicles will travel an extra 4km per day driving up and around to - exit or enter Lot 10 and will unnecessarily travel approximately an extra 2km each way -per day. This will equal approximately a minimum of 640Km of extra travel per day -between these two developments.

Times that by 365 days per year – and this equates to a minimum of 233,600 extra unnecessary kilometres per year. The carbon emissions impact will be significant.

8. The increased traffic has great potential to devaluate properties in this part of Berridale

9. There will be a substantial fire evacuation risk with convoluted entry and exit access points to these developments (namely Lot 10) impacting pre-existing residents as well as the new residents of these developments (namely Lot 10).

10. Access for all emergency services will be affected by awkward difficult convoluted entry/exit access points.

11. There will be a major increase in construction traffic (ie; cranes, delivery trucks, concrete trucks etc). These narrow residential streets are not able to cope with these large trucks and the volume that there will be upcoming with all the construction works between the two lots.

12. Transportable homes will not be able to fit down these streets.

13. There will be increased noise pollution with an extra 160 vehicles per day minimum (not including visitors, services and delivery vehicles) between the two proposed subdivisions but namely Lot 10 (as per current objection).

**14. There will be a substantial increase in wear and tear of these streets. There will be increased maintenance that will be required. Does the council have a sufficient budget to repair these streets for the proposed increased traffic load?**

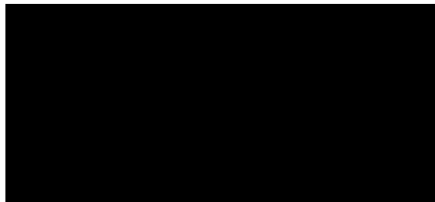
**Ausland Developments needs to put in a turning lane off Kosciusko road -and coming from both Jindabyne and Cooma directions for Lot 10. Kosciusko road is the obvious, clear, safe and natural access point to Lot 10.**

**It is in the best interest of the community of Berridale to have appropriate, professional, logical and safe development for a positive and successful future.**

**Setting a precedence for successful growth and development needs to be started off on the right foot. Sloppy, hodge-podge shifty cheap short cuts will wreak havoc on rate paying local residents and ruin the culture and uniqueness of Berridale.**

**Effective strategic planning needs to be commenced at the planning stage- rather than post approval stage.**

**This is a firm objection letter to the proposed change of access of Lot 10 onto Kippara Rd, Hoskin Street and Mackay Street.**



General manager

Snowy Monaro council

Re subdivision DA 10.2021.382.1

Subdivision 10 Jindabyne Road Berridale 2628

Dear Sir,

I would like to object to the entrance for this subdivision coming in from Kiparra Drive.

Reasons

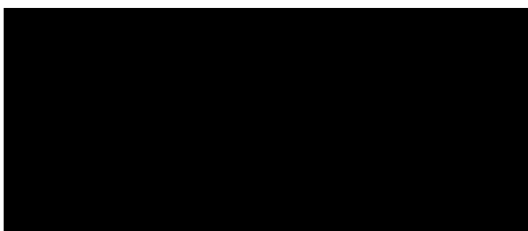
When you can come in off the highway why would you want to make these side streets the main though fare.

There are NO foot paths on these streets Kiparra Drive & Hoskin Street. Mackay Street only has foot path ½ way up to Roberson Street and only on one side.

Mackay Street blinding when the sun is setting. A woman was killed in Mackay Steet in the 80s yes she was walking on the road. NO Foot path.

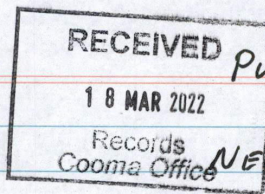
This is a 38 block subdivision so say 2 cars per household that's 76 cars. 76 out and 76 in per day that's 152 movements per day. Madness. When you have options.

If the other subdivisions in the area go ahead one off Hoskin Street, Pryce Street & Brown Street there will be more than enough traffic with out adding to the mix especially when you can come in off the highway. This was your first proposal.



14-3-2022

CEO SNOWY MONARO  
REGIONAL COUNCIL  
PO BOX 714  
COOMA  
NSW 2630

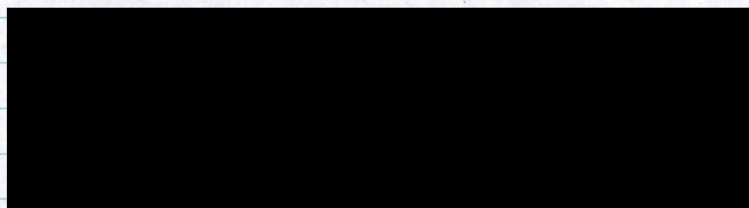


PUBLIC NOTIFICATION  
NEW PROPOSAL  
NEW 38 LOT SUBDIVISION  
10 JINDABYNE RD  
BERRIDALE 2628  
LOT 1 DP 932240  
AUSTAND DEVELOPMENT  
10-2021-382.1

I OBJECT TO THE NEW PROPOSAL OF KIPARRA DR  
AS THE SOLE ENTRY + EXIT INTO THE NEW SUBDIVISION

- 1) KIPARRA DR STREETS ARE TOO NARROW WITH NO FOOTPATH FOR PEDESTRIANS TO + FROM PRESCHOOL AND WALKING THERE DOG
- 2) HEAVY TRAFFIC SEMITRAILERS WILL HAVE TROUBLE TURNING INTO MACKEY + HOSKIN STREETS AND DOWN KIPARRA DR.
- 3) TREES WILL NEED LIMBS REMOVED AND POWER LINES CLEARED BECAUSE OF HIGH TRAFFIC. TREES ARE NEEDED + SHOULD NOT BE CUT DOWN
- 4) 38 NEW BLOCKS WILL HAVE A LOT OF TRAFFIC ON VERY NARROW STREETS IN KIPARRA DR.
- 5) IF THE REDESANTS OF KIPARRA DR HAVE 2 OR 3 CARS PARKED OUTSIDE OF THEIR HOMES, THERE IS ONLY ROOM FOR A SMALL CAR TO GET THROUGH

PLEASE CONSIDER THE BEST WAY OF ENTRY AND EXIT USING JINDABYNE RD OR HOAMIBYE ROAD TO REMOVE BUILD UP TRAFFIC IN KIPARRA DR



**Chief Executive Officer.  
Snowy Monaro Regional Council  
PO Box 714  
Cooma NSW 2630.**

**Council Reference: 10 Jindabyne Rd. Berridale. 2628  
Application Number: 10.2021.382.1 Lot 1 DP: 932240  
Development Proposal: New Thirty Eight (38) Lot Subdivison.**

Dear Sir,

**Objection to Change in location of access to Subdivision mentioned above.**

I write in connection with the above planning application change. I have examined the plans and I know the site well, being a home owner in Kiparra Drive and frequent occupant, for 42 years, and I wish to **strongly object** to the change of location access for the following reasons:

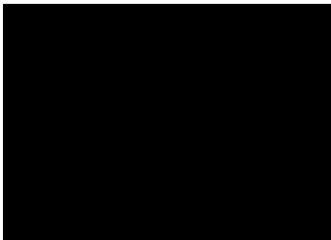
**1: Traffic** – The increase in traffic will greatly affect all residents of Kiparra Drive – not only the residents on the northern side of Kiparra Drive as the plan suggests. All traffic entering and exiting this new subdivision must now use Kiparra Drive which will at least double the amount of traffic in the area and will increase significantly during peak holiday periods.

**2: Mackay Street** - With all traffic now proposed to enter via MacKay St, all the residents from Kosciuszko Road to Hoskin Street and Hoskin Street to Kiparra Drive will feel the effect of the increase in traffic beyond that which they currently experience. With virtually all traffic on the western side of Kosciuszko Rd. is likely to enter via MacKay St. A significant upgrade of the entrance to Mackay road would be necessary but has not been not mentioned in the proposal.

**3: Traffic data** - The average weekly traffic volumes were determined from the 7 days 2/8/21 to 9/8/21. This was during the COVID lockdown when the Greater Sydney Area was in lockdown and many people (not only Greater Sydney residents) were under restricted travel provisions. During this time, the snowfields were also not operational so there would have been a total absence of tourist and employees of the snowfields, who regularly reside in the houses of Kiparra Drive. This would have greatly impacted on the results collected thus distorting the total number of vehicles detected.

**4: Parking / Passing** - Kiparra Drive which is 9.2m wide has only approx. 4m available for passing due to parked cars in some places. As Kiparra Drive enters the new subdivision it tapers down to what appears to be only 7.50m (average 4x4 vehicle, 2.2m wide) making the entry/exit even more difficult and frustrating for two vehicles to pass. Effectively, using Kiparra Drive to link the two subdivisions will create a single subdivision of double the size. The allowance for road width (7.5m) of this new subdivision is not in keeping with the provision in Kiparra Drive and the many other streets on the same side of Kosciusko Road.

**5: Lifestyle of residents.** - The proposed change will greatly detract from the village atmosphere in Kiparra Drive. Residents can currently allow their children to play on the front lawn and between the houses, however, this will no longer be safe with the projected increase in passing traffic. Our own children, and now our Grandchildren, have always enjoyed riding their bicycles around Kiparra Drive with children from other Berridale families. The majority of families who have moved into Kiparra Drive in recent years have stated that a significant part of the attraction of the street was the low traffic loads generated by residents of Kiparra Drive.





19<sup>th</sup> March 2022

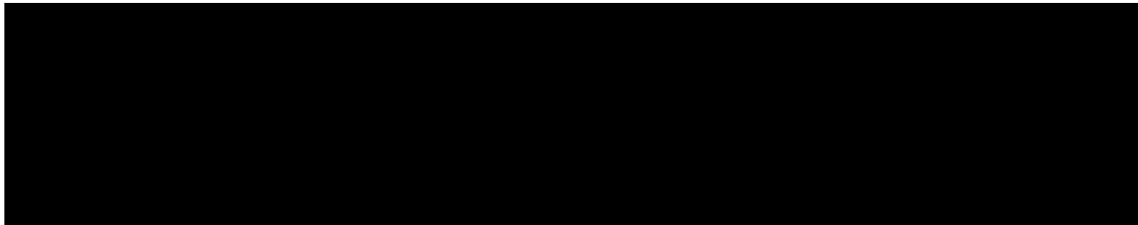
Snowy Monaro Regional Council

*email: [council@snowymonaro.nsw.gov.au](mailto:council@snowymonaro.nsw.gov.au)*

**Re:** Development Proposal at 10 Jindabyne Road, Berridale

This is an **OBJECTION TO THE PROPOSED CHANGE OF ACCESS**

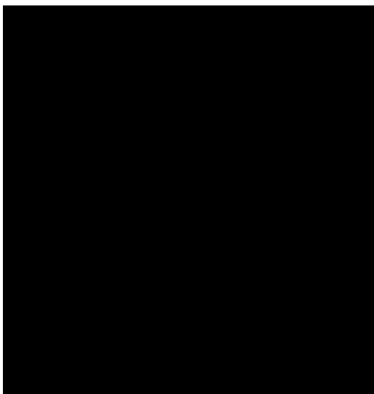
**Description:** 10 Jindabyne Rd. Berridale, LOT 1 DP: 932240  
Application No 10.2021.382.1  
The new 38 Lot subdivision by 'Ausland Developments PTY Ltd'



**Reasons for objecting:**

1. Existing high volume of traffic for this area which includes the local Police Station, childcare and aged care facilities.
2. The traffic leaving and entering Mackay Street is worse during Winter and Summer peak times which creates traffic build up in Mackay Street and holds up traffic on Jindabyne Road while trying to turn into Mackay Street
3. The traffic monitoring that was completed for this development was completed during a quiet lockdown period and does not take tourist traffic into account. It also didn't account for people from Gungahlin and Roberson Street using this exit.  
It also excluded the Berry Cottages at the end of Mackay Street which is currently being expanded to allow for another two cottages and future development of Brown Street acreage being sub-divided in the near future for residential blocks.  
There is also the upcoming sub-division of land recently sold at the end of Hoskin Street which this will also impact this as it will link to the Jindabyne Road development.
4. If there are two cars parked either side of Mackay, Hoskin or Kippara Streets, only one car can pass through at a time.
5. There is only one footpath on Mackay Street, most people walk / ride bikes on the road which will be impacted if there is extra traffic. This infrastructure needs to be in place before any extra traffic should be allowed in this area.

6. There is a dip at the end of Mackay Street which causes all cars to slow down to cross (especially small cars as bumpers hit the road), this impacts the flow of traffic entering and exiting Mackay Street.
7. The amount of additional traffic in the area during construction of the development and future dwellings will be substantial and these streets aren't built for large trucks to be moving through the area. How will an oversized truck with a transportable home make its way through Hoskin and Kippara Street's as well as the crane truck needed to lift the house.
8. Increased traffic will decrease the value of homes in the area along with increased noise pollution.
9. Access for emergency vehicles will be restricted and take more time to get into / out of the development site when needed.
10. It will increase the evacuation time for residents of the development if they do need to evacuate via Mackay Street instead of directly onto Jindabyne Road.
11. Increased maintenance to roads will be required with the additional traffic. Does council have funds available for this in the future.
12. How can a new subdivision be approved but then access has to change. This should not have been approved in the first place. Everyone in town knows that the hedges are heritage listed, the developer should never had been allowed to sell these residential blocks without the proper approval.
13. We all want to see the town grow, but it needs to be done properly from the beginning. If this is allowed to go ahead, it will change how any future subdivisions are managed as well.



22/3//22

Snowy Monaro Regional Council  
81 Commissioner St  
Cooma NSW 2630

Re: Public Notification – New Proposal

Proposed Development – New 38 Lot subdivision  
10 Jindabyne Rd, Berridale  
Lot: 1 DP:932240

Ausland Developments Pty Ltd  
Application Number 10.2021.382.1

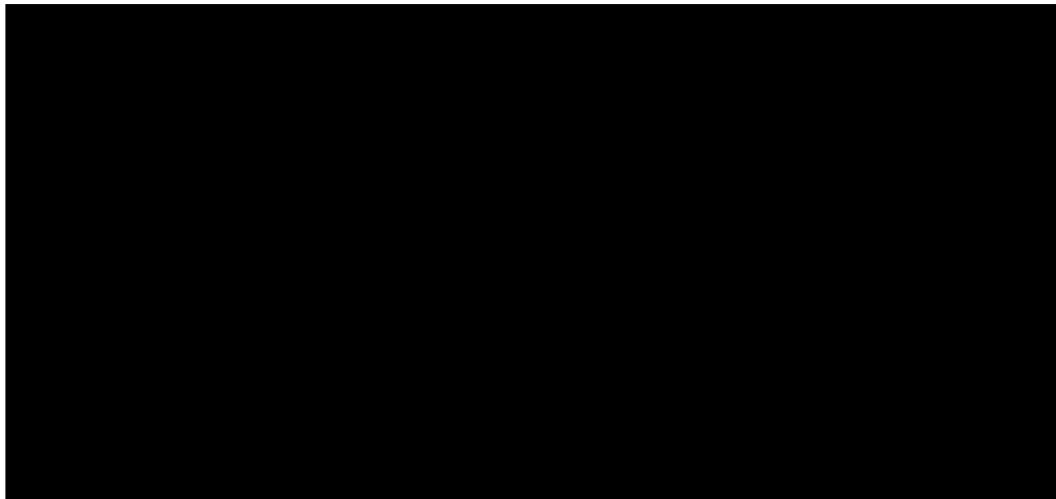
4.6 Variation applied for – not applicable

I object to the new proposed access to the above development solely from  
Kippara Drive

Points of objection

1. Council allowed Ausland to submit and sell 38 housing blocks based on access from Kosciuszko Rd showing 'indicative future road connection with road 01' ie. Hoskins St development.  
Purchasers would have viewed quick and convenient access to Cooma and Jindabyne as a positive reason for their purchase
2. That Council and the RTA do not want access off Kosciuszko Rd to the proposed Ausland development when there is street access from other nearby suburban streets to Jindabyne Rd
3. Council and RTA are prepared to impact the safety and everyday lives of the existing 47 residents and rate payers who live on the Mackay, Hoskins and Kippara proposed route, when access of Jindabyne Rd will have negligible impact on existing residents.
4. I object that the preferred access to the Ausland development is solely from Kippara Dve with 152 – 200 additional residential car movements daily (based on 2 cars/residence)
5. I object to the noise heavy construction, building supply and trades vehicles will make travelling the proposed route for many years during housing construction and the safety and inconvenience of reversing onto Kippara Drive which is not suitable to carry this construction load
7. I object to the council and RTA putting the lives of particularly the young, disabled and elderly at risk who are not able to drive but rely on walking and mobility aid access on the roadway to and from Mackay, Hoskins and Kippara

8. The well frequented children's playground located on Hoskins St being in a proposed vulnerable location
9. I strongly object to the council not standing by and representing the existing residents of Berridale and the purchasers / future rate payers of the proposed Ausland development Lot 1. DP: 932240
10. Devaluation of existing properties with the large increase in traffic movements ie. noise and pollution
11. I object that 30 metres of the hedge on the western side in front of 10 Jindabyne Rd which is not on the heritage list and contains Hawthorn and Privet is taking precedence over the everyday safety and lives of residence on Mackay, Hoskins and Kippara.





Hello SMRC council,

I hope you are well.

Please find our political donations & gifts disclosure statement attached.

We wish to object to the current 'sub-division' traffic flow proposal of DA 10.2021.382.1 Subdivision 10 Jindabyne Rd Berridale.

After attending the Community meeting on Monday, it seems that we are all on the page with all wanting some of the protected bush removed and a slip lane or a round-about created off of the main road instead of coming up Mackay Street, Hoskins Street and Kiparra Drive.

We live on Mackay Street (No. 7 and No. 5 Mackay Street owners) as have bought a second property on Mackay Street with the hopes of enjoying the space without it becoming a main entrance to the planned subdivision. It seems like a clear choice and all 60 attendees at the meeting were of the same mind. We are in objection because creating a new access would be safer for all and create less stress for those who live on Mackay, Hoskins and Kiparra.

Please re-consider protecting the hedge, we are happy for some to stay and an entrance to be created.





22<sup>nd</sup> March, 2022

The Chief Executive Officer,

Snowy Monaro Regional Council

Objection to Development Application Number 10 .2021.382.1, 10 Jindabyne Rd, Berridale

Dear Mr Bascombe,

I would like to object strongly to the proposed subdivision of number 10 Jindabyne Rd, Berridale. There are a number of reasons that this should not be permitted, as it will set a very bad precedent for future development in the Region.

1) Overdevelopment of the site due to undersized roads

The proposed subdivision represents a massive overdevelopment of the site, given the incredibly narrow streets (8m wide), lack of room for on street parking, and difficulty of manoeuvring heavy vehicles. I am a Brigade Deputy Captain in Berridale RFS and drive the Brigade's Cat 1 tanker, which is a Medium Rigid truck. This will be extremely difficult to drive along streets that are barely 8m wide, so that if a car is parked on each side of the street it may be impossible to access properties in an emergency.

2) Imposing a major traffic burden for existing residents in Kiparra Drive.

Kiparra Drive is currently a very minor residential street, with no through traffic and no heavy vehicles except for weekly garbage collections. Directing all the vehicles from a 38 lot subdivision will change this quiet street to a busy thoroughfare with hundreds of heavy vehicle movements for a number of years while the lots are developed. The inadequate GHD Traffic study specifically excluded consideration of traffic during construction. It also makes no mention of the narrow streets, in which cars parked both sides would prevent 2 cars passing each other in opposite directions.

3) Inadequate access to the subdivision

In order to prevent a major impact on the adjoining streets any access should only be from Jindabyne Rd. Any attempt to secure approved access from Kiparra Drive is simply a ploy to make the development more profitable by saving the cost of essential intersection works. An intersection on Jindabyne Rd would be need to be costly and a major construction (roundabout or traffic lights) if the traffic survey had been done during a normal winter season.

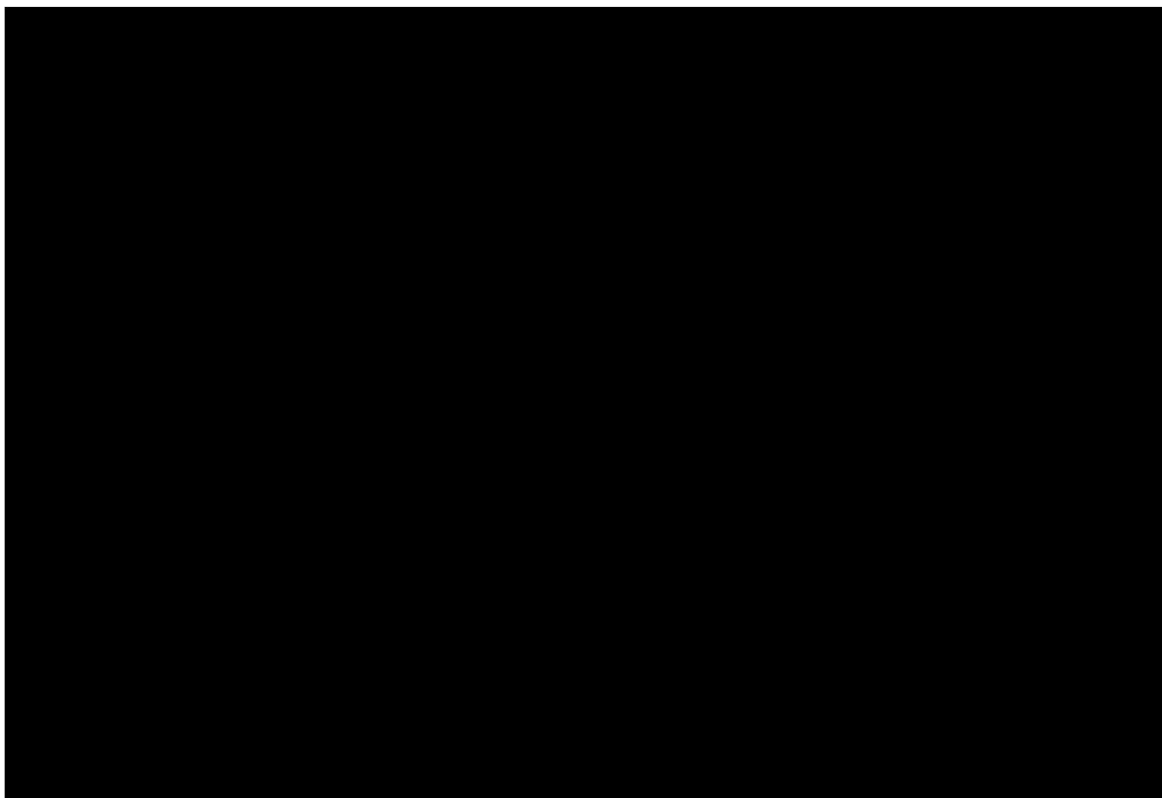
The traffic survey was conducted by GHD during August 2021 when the entire state of NSW was locked down because of Covid. The only people able to go to the snow were local residents. As an example of typical traffic volumes, the Snowy 2.0 Traffic and Transport Assessment on page 28 gives figures for Cooma on the Queens Birthday long weekend in 2019 of 13,897 vehicles per day. Given this traffic is heading to the snow via Jindabyne most of these vehicles would have passed through Berridale along Jindabyne Rd. Access to

Jindabyne Rd from streets in Berridale can be very difficult during snow season peak times (morning and afternoon peak hours on weekends and school holidays).

4) Inadequate access during flooding

Recent flood events have included metres wide floodwaters along the northern side of Jindabyne Rd. These events occur regularly and would restrict safe access or egress from the subdivision. Also the additional hard surface areas constructed as part of the overall development would significantly increase the runoff and worsen the flood impacts. If development is approved then on site detention should be a requirement to restrict the additional runoff generated.

The proposal should be rejected because it is an inappropriate development and attempts to mislead decision makers by taking traffic survey data during a state wide Covid lockdown.



23 March 2022

CEO  
Snowy Monaro Regional Council  
PO Box 714  
Cooma NSW 2630

Dear Sir,

**Development Proposal: 38 Lot Subdivision, Lot 1 DP 932240**

**Property Address: 10 Jindabyne Road, Berridale NSW 2628**

**Application No: 10.2021.382.1**

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Submission:

I refer to the above subdivision, in particular the proposed access to the subdivision.

I object to the revised proposal to provide access to the subdivision solely from Kiparra Drive.

- The existing access to 10 Jindabyne Rd is from Jindabyne Rd.
- There are several streets in Berridale coming off Jindabyne Rd, none of which have any specific turning provisions.
- Access to the subdivision solely via Kiparra Drive would result in an unnecessarily long and convoluted path of travel for residents of the subdivision to Jindabyne Rd. This would be especially undesirable in the event of an emergency.
- With 38 Lots in the subdivision, there would be a significantly higher increase in traffic movements along Mackay St, Hoskins St and Kiparra Drive, than if access was provided from Jindabyne Rd as well as Kiparra Drive.\*
- This being the case, the revised proposal would be unfair to residents of Kiparra Drive who would have reasonably expected access to the subdivision to be provided from Jindabyne Rd as well as Kiparra Drive.\*
- The presence of the existing scrappy English weed along Jindabyne Rd, currently fronting the subdivision, is of no value, and is not a legitimate reason to exclude access from Jindabyne Rd.

\* NB. I do not object to an access from Kiparra Drive per se, but I do object to sole access being from Kiparra Drive.

My preferred method for Council to contact me is by post (mail).



Pete 2/2

**Funding:**

Is the Ausland development @10 Jindabyne Rd solely funded by Ausland via the purchasers or have:

1. Ausland applied/ received government grant.
2. Any council assistance.

Yes funded privately by our family.

**Property Sales / Process:**

Plans - I would like to see the plans for the original subdivision and the amended plans that he wants to put into council please?

Why were the blocks sold before council approval? Is that normal? Yes

Who is responsible for putting in an application for access from the development directly to Jindabyne road and why wasn't it done? It was done.

Has council put in application to Transport NSW for entry on Jindabyne Rd? Same Question to developer? Yes.

Has the developer informed the purchasers of the changes to the access? Some blocks have been held back that will be directly affected.

Will sewerage & water cope with all new developments, who will pay for upgrade, hopefully not with increased rates? Yes, contributions are paid to council for each block that gets created.

Has the developer and council factored in that this is one of three new subdivisions and access could, with foresight, come off Kiah Lake road which would be very ideal to prevent traffic turning off main road? We have allowed a section at the top of your subdivision on the Western boundary to link into further subdivisions

Is it permissible to have such small blocks when the most recent subdivision had bigger size blocks? Yes, blocks range from 800 – 1298m2. Minimum lot size is 700m2

There will be no transportable houses so I hope that you have put a covenant on Lot 10 for a 'standard in the housing' that excludes transportable housing? No, its not up to us to and covenants can be removed.

**Entry to Sub-Division from Jindabyne Rd:**

Why can't existing road be used? Doesn't comply with current laws. Traffic

Who doesn't want the entrance to this proposed Sub Division constructed from the Main Road – the Developer, the Council or RMS? (Council)

Heritage listed Hedge which is preventing access from the eastern side of Jindabyne Road, (Council)

Why was the access changed? As per councils request ✓

**Current Residence Property Valuation:**

What are your thoughts to the devaluation of properties on Kippara, Hoskin and Mackay street?

Kiparra and Hoskin were always designed to connect into the adjoining blocks of land. ✓

**Emergency / Safety Planning:**

What to do in an emergency such as a fire in this scenario if upgraded infrastructure measures are not put in place and prior to the commencement of any construction?  
There are no issues and subdivision is designed with all the relevant Australian standr

How are you going to address access to Mackay St & cars parked on both sides of road?  
Has corruption always been in council? Council

With so much more traffic how are you going to keep children safe in playground (crn Hoskins St & Kiparra Drive & childcare centre in Pryce St ? Council

Locals walk on the roads as there are no footpaths. Kids play on street and ride bikes. Sun in eyes travelling up Mackay st between April and October is dangerous... more traffic adds to that danger. Someone killed there in 1978 because of this issue. Council

38 new houses means up to 100 more cars through streets.. not to mention infrastructure building with truck traffic at first and during construction of houses... eg diggers, double B trucks, concrete trucks. Two intersections with large dips, people often cut the corner into Hoskin street. Kiparra drive not fit for this extra traffic and it is not wanted... locals here since early 1980s... value the quiet street it is and want it to stay that way. Have you considered the inconvenience and safety of current and future residents? Council

**Upgrade to Current Infrastructure:**

Are footpaths going to be added to Hoskins St & Kiparra Drive? Council

Are you prepared to put in sidewalks on at least one side of Kippara and Hoskins streets prior to the commencing of any construction? Council

Are you prepared to put in a crosswalk between Hoskin Street's sidewalk (that you have provided) and Mackay street for the school kids and mother's pushing their prams and people walking their dogs etc so they can safely cross the narrow street prior to commencing construction? Council

The speed limit is 50km, currently most cars travel 60km which is too fast for these narrow streets that have cars parked on either side decreasing visibility already etc. Are you prepared to put in 1-2 'Chicane's' on Mackay street /or alternatively several road bumps to slow the flow of traffic prior to the commencing of any construction? Council

The increased traffic flow from your development with an average of two cars per house traveling up and down these streets 2x per day (as a minimum ) will dramatically increase traffic . We already have 3 essential services at the end of Mackay Street - a full time operating daycare facility, a police station and a retirement home that significantly increases traffic on this side of town. These streets can not handle more traffic -as it.is. Traffic management study demonstrates that the existing road network more than satisfies the additional traffic generated by the subdivision.

Are you going to get council to fix the dip at the bottom of Mackay street where cars have to slow down to 10km per hour to enter - or leave Mackay street? This dip causes cars to scrape on the pavement or 'bottom out'. Council

Will a traffic light or roundabout at the bottom of Mackay street be inserted and prior to the commencement of any construction? Council

Trying to access the Highway from Mackay Street at any time is difficult enough, but because of the increased volume of traffic during the ski season, and now all year round because of the number of people that have moved into this area, this will only get more difficult. Traffic will be held up back along the highway (for people wanting to turn into Mackay Street) as well as along Mackay Street (for those wanting to get onto the Highway). How is this issue going to be addressed? Council

Access to this new proposed Sub Division cannot solely be up Mackay Street, along Hoskin Street and into Kiparra Drive, unless remedial works or a roundabout are installed at the corner of Mackay Street and the Highway and who will pay for that? Surely not the ratepayers. Council

Anyone who comes off the Highway and has to drive up Mackay Street already knows the problems associated with traffic flow up and down Mackay Street, e.g. – blinding sunlight of an afternoon that hinders your vision, parked cars along both sides of the street, pedestrians walking along the road due to lack of footpaths half way up the street. These issues will all be exacerbated if there are an additional 38 (minimum) properties with those residents using this street. Are you responsible for the upgrading to infrastructure and if not who is then? Council

Tourism through the snowy Mountains now is huge with mountain biking and skiing. The infrastructure is not going to cope with the developments that are going ahead and in the future unless they are upgraded. What are the plans to fix this? Council

Kiparra drive being proposed as only street access to 1 st development is ridiculous as it is not fit for purpose there would be a huge increase in traffic in this narrow quite street.. and .. Have they discussed absolute extra load up Mackay Street and through Hoskin street and

Kiparra drive.. existing traffic flow study was done during lockdown August 2021 Difficulty getting across main road in winter already.

Correct, The traffic study was done in a Covid affected time period. As a consequence of this traffic data from a traffic counter 3km west of Cooma as looked at from a time period of 2016 – 2021. This results still demonstrated capability in the existing road network.

#### **Construction Vehicles Access:**

Last week, I watched a truck & trailer with a bobcat on the back of it trying to turn from Hoskin street onto Mackay street. He was unable to do it in one fluent motion therefore had to back up, change his angle to make the turn.. This will happen multiple times in a day with your development construction as well as Kiah Lake's and the development at the end of Mackay Street -further congesting traffic and impeding emergency services. This is unfair to the current local residents. What will you do for construction and delivery trucks that cannot gain access to Lot 10 as they are too long?

Providing access of civil works through Jindabyne Road

Have councillors or developers been down Kiparra drive to see how narrow it is or have they just looked on a map or taken advice from a staff member? **Yes we have.**

Why for 38 new blocks.. only 1 street entrance.. ? Where are all the trucks going to access the subdivision to out in necessary infrastructure like easements and guttering? If off main road.. why not build the street? Most new subdivisions always have new street entrance off main road. **Council**

#### **Community Consultation:**

Why was there NO notifications sent to residents that are going to be affected by this new proposal ? **Council**

Why wasn't everyone from Kiparra, Hoskin and Mackay informed of the changes? Because the traffic is going to affect all of us. **Council,**

Surely if the majority of residents in the Snowy Monaro region are appalled at the state of our roads we (council) have just reason to demand funds from consolidated revenue for much needed roads infrastructure.. our taxes, our rates. **Council**

#### **Environmental Impacts:**

What will you do to compensate for the environment for the increase of carbon emissions? Every day these household vehicles with an average of 2 cars per home- will travel an extra 4km approximately (2km in and 2km out) per day to and from Lot 10's proposed 'convoluted' entry exit point via Kippara, Hoskin and Mackay street. **Council**

Has a thorough Environmental impact study been done? **Not required. We carried out the appropriate assessments as per our local legislation. There were no ecological constraints identified on this site.**

**It has been a farm paddock for many years. It was identified as a future subdivision site with Kippara drive the main access over thirty years ago.**

Are council aware that the whole block is very boggy, several runoff creeks, an old original town well or spring in middle needs to be redirected, drained, is rumoured to be full of dead horses and certainly is full of frogs. Putting the infrastructure onto this wet ground will cause issues. **Yes, we have undertaken flood studies and the land will be slightly reshaped within the new road network to take the main storm water down to Jindabyne road. De-Watered appropriately (demonstrated in CC plans)**

Will you relocate the native fauna (frog colony) from the middle of the block. **There are no any ecological constraints on this site and we are not aware of any ecological constraints.**

Who is responsible for ensuring the safety of the frogs before construction? **As above**

Why does the Environmental Impact study say there is no impact to environment when there is clearly a native-fauna living in the proposed development. We are not aware of any ecological constraints. **We carried out the appropriate assessments as per our local legislation. There were no ecological constraints identified on this site.**

#### **Heritage Hedge:**

If this is a heritage hedge, who is currently maintaining it or is it even being maintained?  
**Council**

My concern is the proposed sound proof wall. The one thing no one wants to see is a wall best suited to motorways and city developments. We don't want to lose the character of the village as long as the wall is behind the Hawthorn hedge and hidden from view there should be no objections. I would like to be assured that the hedge will not be removed. **It wont be removed.**

Why does the Heritage Impact study say there is no impact to existing heritage when there is a heritage brush running along the length of the proposed development? **The original access off Jindabyne road was deleted as per councils request. So ~~do~~ damage to hedge.**

#### **Council Lobbying:**

Are you going to lobby the local council on the resident's behalf to change our current fencing laws so that we can have higher fencing and solid (non see through) fencing so as to rectify our loss of privacy with increased traffic (and increased pedestrians) as well reducing the increased noise pollution into our properties- from excess unnecessary traffic?

**No we are not in a position to be able to do that. !!**

*No*

Are council actually aware that Jindabyne Rd or more correctly Kosciusko road is now busy pretty much 24/7 all year round with the region's tourism increase and mountain biking popularity increase? Council

Are council aware that the Snowy Mountains tourism is the 2nd busiest in winter in the nation...surely this justifies road improvements? Council

What about the extra load on the electricity substation of possible 110 new houses? New substation being placed. Plus further contributions are being paid to essential energy for upgrades to the area.

Has the developer and council looked with foresight into the extra load on stormwater infrastructure and sewerage infrastructure ...is the existing sewerage treatment plant outside Berridale able to ultimately take the waste of maybe 110 new houses over next 5 years...10 years? Are we not already having issues with old infrastructure breaking down. Contributions are paid for by the developer for each lot they create to council. These monies are used to pay for new infrastructure, upgrade old infrastructure. All new infrastructure in the development is paid for by the developer. Council will also be in receipt of an additional 38 rate payers with the creation of the new blocks.

#### Solutions:

Put in entry and exit points by the Snowgate Hotel and forfeit the block on the corners. This is the natural and obvious entry exit points if you cannot convince council to allow cutting down a few noxious non-native thorny short lived ugly shrubs that are on their last legs anyways. Shut The Gate winery was able to do this apparently years ago. I suggest you work that angle rather than causing unnecessary community uproar and wasting our time. Not possible design would not comply with the road guidelines provided by transport NSW and local council.

- Why can't the access to this proposed Sub Division be adjacent to the existing driveway leading up to the house? There is more than enough room to construct this access road between the driveway and the heritage hedge." *Does not comply*

Entrance to the Motel currently comes off the Main Road so perhaps the Developer should pay for the construction of a roundabout in this vicinity which would then provide direct access to his proposed blocks, rather than having to zigzag up Mackay Street, along Hoskin Street, down into Kiparra Drive before reaching proposed sub division. Not possible

Why can't the development use southern cross drive, middllingbank road then Jindabyne road? Or directly from Southern Cross Drive to Jindabyne Road. The access is already there and is more direct than Kiparra, hoskin and Mackay then Jindabyne road. Mackay road to Jindabyne road could be dangerous as cars park both left and right now, right the hairdressers customers and left Henley property. Very quite difficult for us in the current situation.

The town needs 3 roundabouts really? one as part of entrance to first subdivision two more to better traffic flow through town and make safer for locals.. especially now that winter and summer tourist traffic to the mountains has increased dramatically. It is already difficult to turn across main road right out of Mackay street or right into Mackay street on a busy winter weekend. Council

Simple solution is to take access in by extension of Southern Cross drive..Lot 28 is a swamp anyway. Most of us think this best solution and obvious solution.. keeps everyone happy (only one block would be sacrificed and could be moved to original planned street?)

The issue is this will not be accepted by council or Transport NSW. There are certain standards and guidelines new roads must meet. At cannot achieved here (this option was looked at the start of the development.

A roundabout on Jindabyne Rd as the main entry exit point to the proposed development appears to be the most obvious and common sense solution to this whole traffic flow issue. Do you agree or disagree? Not possible, not enough room. Transport NSW requirements for the design of roundabouts would require more hedge to be removed than our original proposal.

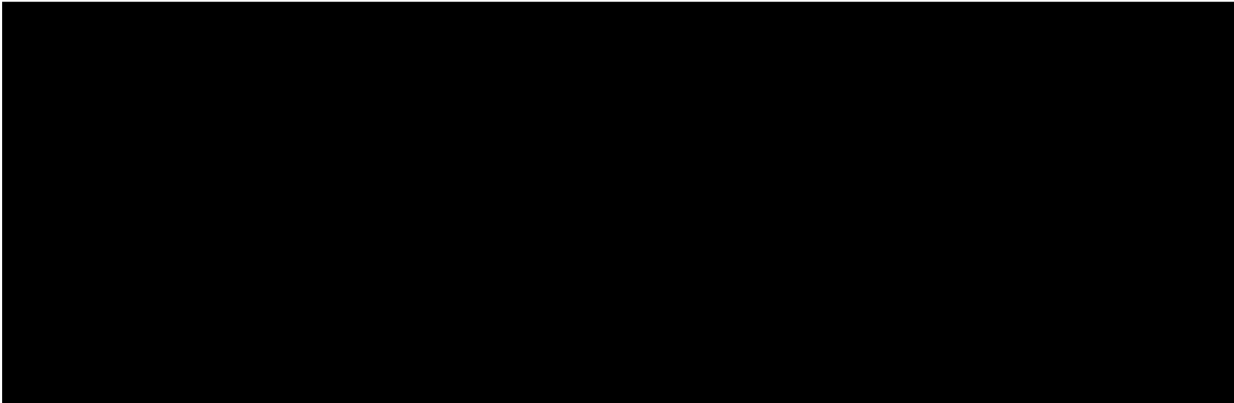
What is your best solution for the entry exit point and who do you need to lobby to have it approved? Council, potentially a left in left out would be the best solution. Minimum amount of the hedge would be removed.

**Concluding Questions:**

What is your next step in the lobbying process and who is going to manage this (e.g. Developer, Councillors or SMRC)? Council

How are you going to keep the community informed of ongoing progress and traffic flow matters? Mark has direct contact to Ausland developments.

What can the community do to help you resolve the proposed traffic flow objection?



23 March 2022

To whom it may concern

In response to development application **10.2021.382.1**, I would like to register the following objection/s.

**Privacy Impact**

I am a very private person and this development is likely to have a significant impact on my ability to enjoy living in the home which I have built. When I purchased the block of land that is now [REDACTED] some 6 years ago, the open space at the rear was what attracted me most, allowing me to take advantage of a northerly aspect whilst maintaining privacy. I designed the home and the placement of such and the garage with this in mind. If this development is to be approved, that privacy will be severely diminished.

I am also concerned that I may be negatively impacted by investors buying blocks in the new development and renting the homes out during peak season. Friday nights will become a nightmare if this is the case with traffic increasing and noise from renters arriving at all times of the night and into the next morning. Kiparra Drive is a lovely quiet place at present and I believe this might well change significantly should the proposal go ahead and a glut of short term rental homes are built.

The only solution to the potential privacy issue is to have a fence erected at the rear of my back yard. I am not presently working and am only in receipt of a modest superannuation pension. I cannot afford to erect a fence, even if I was only responsible for half the cost. **I do not think it should cost me anything to enjoy some semblance of the privacy that I now have, should the development go ahead.** I would like Council to ask the developer to give serious consideration to taking a small hit to his/her profit and provide me with a suitable fence in line with the appropriate council requirements. I am happy for my contact details to be forwarded on to the developer to discuss this matter further if needs be.

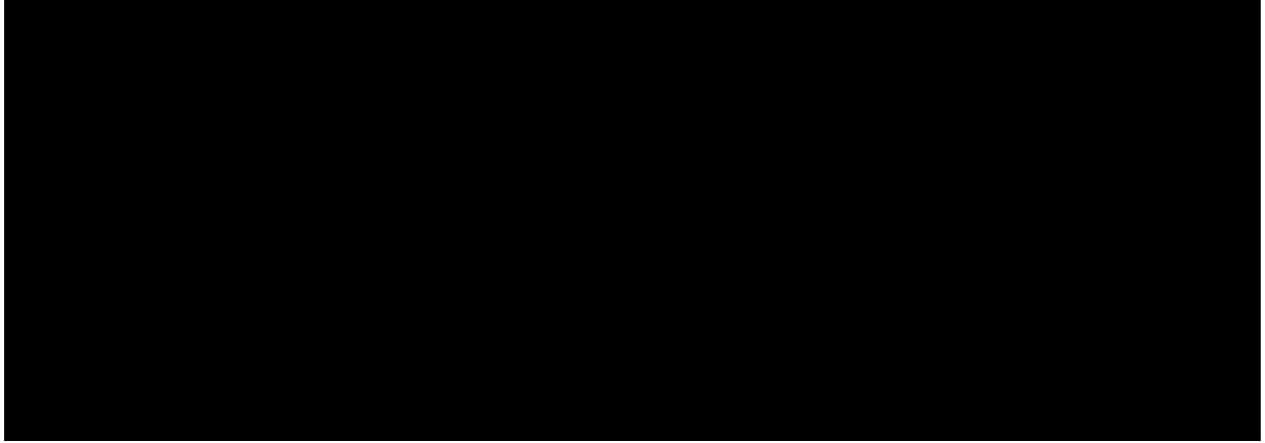
**Access to new development only via Kiparra Drive**

I do not believe that this proposal is acceptable for the current residents of Kiparra Drive. The road is narrow, particularly when cars are parked on the street and there is no provision for safe pedestrian usage. An increase in traffic could well prove to be dangerous to all road users. In addition, the Y intersection at the top of Kiparra Drive is already quite dangerous. Again, increasing traffic will only compound the potential risk of injury to road users. Further, the intersection of Mackay Street and Kosciusko Road may well see safety risks increase with additional traffic. The intersection is not as clear cut and risk free as the traffic survey would suggest.

It is my opinion that limiting access to the new development due to a heritage listing (details of which cannot be located) is farcical and that any financial concerns limiting Council's ability to contribute to required works should not factor into this decision. If satisfactory access cannot be constructed then the development should not go ahead.



Burdening Kiparra Drive residents with increased traffic flows and the associated noise and risks seems an afterthought, and not a very well thought out one at that.



1

21/03/2022



**Snowy Monaro Regional Council**  
**81 Commissioner Street**  
**COOMA NSW 2630**  
**ATT: Sarah Brown**

**Proposed Development:** New 38 Lot Subdivision  
**Property Description:** 10 Jindabyne Road Berridale  
Lot: 1 DP:932240  
**Applicants Name:** Ausland Developments PTY Limited  
**Application Number:** 10.2021.382.1

## OBJECTION

Please be advised that we have reviewed the re-notification of the above development application, the attached Draft Traffic Assessment and documents provided & have compiled the following summary of our concerns:

- The Public Notification & Property Description received from Council states the development address as being 10 Jindabyne Road, the Draft Traffic Assessment as the development being 10 Kosciusko Road. Can Council please confirm the address for clarity.
  - The traffic impact assessment was conducted during a Pandemic which restricted the movement of both people & vehicular traffic
  - The use of Kiparra drive as a singular access point to the proposed development does not fit within the established character of the area & is considered as out of context for the locality
  - Trip Generation & Distribution data results were affected by reduced vehicular movements due to pandemic conditions
- 
- The application of an expected 2% increase in tube count on Kosciusko Road for an expected traffic volume growth by 2031 cannot be reasonably accepted given the reduction in vehicular traffic due to pandemic conditions



2

- It is feasible to consider that the factored 2% increase in traffic volume on Kosciusko Road will be exceeded in 2022 as tourist & local vehicle movements have increased post pandemic
- Heavy vehicle movements declined during the pandemic period due to reduced coach movements, reduced fuel & gas deliveries, food delivery & hospitality services etc
- The impact assessment results are affected by reduced vehicular movements due to pandemic conditions
- The impact assessment results do not take into consideration future developments which also require access via MacKay & Hoskins Street
- Kosciusko Road is not straight south of MacKay Street as stated in the Report which is misleading. Kosciusko Road curves at this point with vision impaired from both a Northern & Southerly direction when viewed from MacKay Street intersection.
- Ingress & egress from MacKay Street to Kosciusko Road must be exercised with extreme caution given reasons as stated below. This can be quite dangerous in peak periods, particularly during holiday season.
- Kosciusko Road Slopes steeply toward the curb @ entry to MacKay Street which must be negotiated at low speed or by stopping before crossing the culvert
- MacKay street slopes steeply toward the curb @ entry to Kosciusko Road, same issues & process as per above
- MacKay street intersection floods during heavy rain affecting Ingress & Egress.
- Kiparra Drive was designed for residential access to dwellings contained within the circuit.
- There is no footpath on Kiparra Drive, nor on Hoskin Street, therefore pedestrians are forced to use the roadway
- Pedestrian traffic from the new development will increase on Kiparra & Hoskin Street, being the access to Berridale Shopping Centre, increasing the possibility of collision with motor vehicles as there is no footpath
- The absence of a footpath effects people with a disability, this matter should be taken up with Disability Access Australia
- The width of Kiparra Drive does not allow for the passing of vehicles in either direction when vehicles are parked legally. This requires one of the opposing vehicles to yield to enable the other vehicle to pass safely
- Hoskin Street has been excluded from the Traffic Assessment Report for reasons unknown & should be included in the report

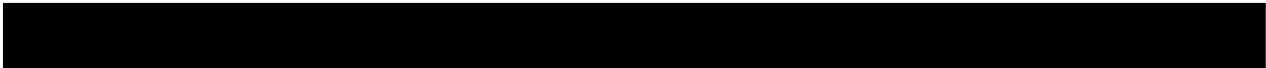
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- The Traffic Assessment Report has failed to acknowledge the existence of Kiparra Drive Playground adjoining both Kiparra Drive & Hoskin Street which will be affected by increased vehicular traffic
- The Traffic Survey was conducted during a period of Covid-19 pandemic shutdown & travel bans which affected vehicle numbers due to a severe reduction in both tourist movements & local travel
- The Traffic Survey Movement Summary is not reflective of the normal vehicular movements for the area & should not be accepted

### Emergency Vehicle Access

- Whilst the development does not appear to be located on bushfire prone land can council confirm if the development is potentially exposed to a bushfire threat & likely to be referred under EP & A Act s:4.15 as being in a Bushfire Prone Area
- Is a BFSA required from the RFS for this development?
- Are there any BPM that apply?
- Should the above apply then there is no reference on the report or DA regarding access arrangements; i.e reference to **Planning for Bushfire Protection section 3.4 Access arrangements**. Therefore access to the subdivision solely through Kiparra Drive would be considered as non compliant
- If the access arrangement route is from Kosciusko Road to the proposed development via lockable bollards the access is non compliant to Planning for Bush Fire Protection

### Summary

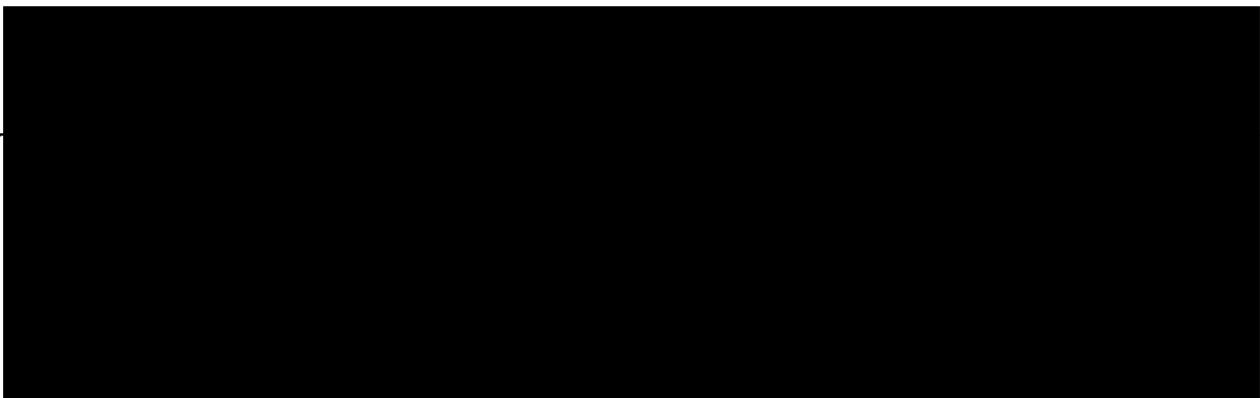
- The Traffic Survey was conducted during a period of Covid-19 pandemic shutdown & travel bans imposed by Government
  - No modelling for Vehicular Numbers nor Movements can applied to the current Traffic Survey results to account for a 1 in 100 year pandemic
  - The Traffic Survey is not reflective of the normal vehicular movements due to reasons given above
  - A tube count for Traffic movements on Kosciusko Road South from Cooma should not be used as a compromise
- 
- Council should request that the Traffic Survey be re conducted during the same time period 2022 & the Draft Traffic Assessment be rejected & resubmitted in full
- 

4

- The Traffic Survey defines Kosciusko Road, MacKay Street & Kiparra Drive as a single travel lane in either direction. The definition of a single travel lane in either direction requires clarification as all three road differ in width
- Access from Kosciusko Road to MacKay Street requires works to improve access, this matter needs input from TFNSW
- Council should consider the fencing of the Kiparra Drive Playground due to increased vehicular movements & expected increase of playground usage created by the new subdivisions in the immediate area
- A risk assessment should be conducted on the above playground
- The subdivision vehicular movements as stated in the report appear to be based upon the assumption that all dwellings will be owner occupied with no holiday letting
- The proposed Traffic Assessment & Vehicle Access Arrangements are not satisfactory for this development
- The proposed vehicular access to Kosciusko Road as per the original DA should be upheld and TFNSW assessment of required roadworks should be implemented
- TFNSW need to be notified of Council's intention to accept the redirection of subdivision access via MacKay Street as per the Draft Traffic Assessment without works to be conducted.

**Please respond**

- Can Council confirm vehicle access to Kosciusko Road has been rejected on the basis of the removal of Heritage listed Flora on the Eastern & Western Side of Kosciusko Road required for road works to be conducted as per TFNSW
- Can council produce written confirmation that the above Flora has been Heritage listed as I have been unable to locate on any register
- Can Council confirm who is funding the road development for this proposal
- Can Council confirm if the development is located in a BPA & that the DA is fully compliant as per Planning for Bushfire Protection section 3.4 Access arrangements



Monday 21<sup>st</sup> March 2022



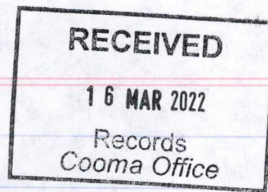
Snowy Monaro Regional Council  
PO Box 714  
COOMA 2630

Re: DA.10.2021.382.1 Subdivision 10 Jindabyne Road Berridale

We are residents of Pryce Street Berridale and would like to make a submission in regards to the following:

1. Why can't the access to this proposed Sub Division be adjacent to the existing driveway leading up to the house? There is more than enough room to construct this access road between the driveway and the heritage hedge.
2. Is this a heritage hedge and if so, who is currently maintaining it or is it even being maintained?
3. Who doesn't want the entrance to this proposed Sub Division constructed from the Main Road – the Developer, the Council or RMS and what are the reasons for this?
4. Entrance to the Motel currently comes off the Main Road so perhaps the Developer should pay for the construction of a roundabout in this vicinity which would then provide direct access to his proposed blocks, rather than having to zigzag up Mackay Street, along Hoskin Street, down into Kiparra Drive before reaching proposed sub division.
5. Anyone who comes off the Highway and has to drive up Mackay Street already knows the problems associated with traffic flow up and down Mackay Street, e.g. – blinding sunlight of an afternoon that hinders your vision, parked cars along both sides of the street, pedestrians walking along the road due to lack of footpaths half way up the street. These issues will all be exacerbated if there are an additional 38 (minimum) properties with those residents using this street.
6. Trying to access the Highway from Mackay Street at any time is difficult enough, but because of the increased volume of traffic during the ski season, and now all year round because of the number of people that have moved into this area, this will only get more difficult. Traffic will be held up back along the highway (for people wanting to turn into Mackay Street) as well as along Mackay Street (for those wanting to get onto the Highway).
7. Access to this new proposed Sub Division cannot solely be up Mackay Street, along Hoskin Street and into Kiparra Drive, unless remedial works or a roundabout are installed at the corner of Mackay Street and the Highway and who will pay for that? Surely not the ratepayers.
8. I know the Developer will have to pay contributions towards this proposed subdivision, but the additional infrastructure will need to be maintained by Council at their cost. Problem is that Council is already in deficit and cannot even maintain existing infrastructure within the Shire.





To whom it may concern,

I am writing to you expressing great concern about using only Kiparra Dr. for access into the new proposed subdivision of 38 lots, namely lot: 1 D.P. 932240.

I have lived here for 30 years seeing a quiet town grow into a rather busier area with increased traffic flows. I am sure (Kiparra) Kiparra Dr couldn't handle the increased traffic flows for several reasons. A lot of vehicles park in the street and you have to be careful going around them as the road doesn't seem wide enough. You also see a lot of people, including kids, frans + sometimes pets walking on the road as there are no footpaths. Also the school bus also stops here to pick up kids. There are no footpaths also on Hakin St.

At a certain time of the year, the sun sets directly over the top end of Mackay St. You have to have your wits about you as you have to go around parked vehicles + keep a watchout for oncoming traffic. I can remember a local citizen having a headon car crash with another vehicle (killing) killing the other driver, with blinding sun.

I can't see why a roundabout can't be put in on the main highway; you have a gap in the bush; the subdivision is adjacent + bearing in mind, there's another subdivision above this one. Also I believe your infrastructure within the Shire might be tested as it seems that this town is growing too quickly. I see your system is already challenged with this large amount of rain.

Trusting you will address this urgent situation immediately.



The access from Kilparra Cmt is unnecessary considering there is a very old established <sup>access</sup> from Kosiusco Rd which has been in use to access the house on the development block for years.

The access is from Kosiusco Rd the traffic flow interruption will be no different to the traffic flow using Mackay St.

The residents living on Mackay St, Hopkins & Kilparra are valuable residents of the Council and our wishes should be taken into consideration prior to those of a developer who is feathering his own nest and has no feelings for Residents.





# AUSLAND DEVELOPMENTS PTY LTD

## RESIDENTIAL SUBDIVISION OF

### LOT 1 DP932240

# 12553558

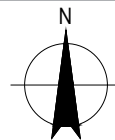


LOCALITY PLAN  
 NOT TO SCALE

**DRAWING LIST**

DRG No.	DRAWING TITLE
12553558-C001	COVER SHEET, LOCALITY PLAN AND DRAWING LIST
12553558-C002	GENERAL NOTES
12553558-C010	GENERAL ARRANGEMENT PLAN
12553558-C015	DEMOLITION PLAN
12553558-C020	TYPICAL ROAD CROSS SECTIONS
12553558-C023	INTERSECTION LAYOUT PLAN
12553558-C025	ROAD LONGITUDINAL SECTIONS
12553558-C030	STORMWATER PLAN
12553558-C040	BULK EARTHWORKS PLAN
12553558-C041	BULK EARTHWORKS SECTIONS
12553558-C050	SERVICES LAYOUT PLAN
12553558-C060	CONCEPT EROSION AND SEDIMENT CONTROL PLAN
12553558-C061	CONCEPT EROSION AND SEDIMENT CONTROL DETAILS

Rev	Description	Checked	Approved	Date
A	PRELIMINARY ISSUE	MD*	GP*	27.10.21
Author	I. SADSAD	Drafting Check		
Designer	T. BECKMANS	Design Check		



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Project No.  
 12553558

Client	AUSLAND DEVELOPMENTS PTY LTD
Project	RESIDENTIAL SUBDIVISION OF LOT 1 DP932240
Status	PRELIMINARY
Status Code	

Drawing Title  
 COVER SHEET, LOCALITY PLAN  
 AND DRAWING LIST

Drawing No.  
 12553558-C001

Size  
 A1

Rev  
 A

**A. GENERAL NOTES:**

A.1. THIS DEVELOPMENT APPLICATION HAS BEEN PREPARED IN ACCORDANCE WITH THE SNOWY MONARO REGIONAL COUNCIL, COOMA-MONARO SHIRE DEVELOPMENT CONTROL PLAN DCP 2014 (AMENDMENT 2).

A.2. ALL WORKS ARE TO BE CONSTRUCTED IN ACCORDANCE WITH THE DCP AS NOTED IN A.1, ENGINEERING GUIDELINES AND REQUIREMENTS.

**B. SURVEY NOTES:**

B.1. COORDINATE INFORMATION IS TO MGA 94.

B.2. DATUM FOR ALL LEVELS IS AUSTRALIAN HEIGHT DATUM (AHD).

B.3. REFER SURVEY BY WILLIAMS MOXON CONSULTING SURVEYORS (21024ENG, DATED 10.06.2021) FOR SURVEY NOTES, SURVEY CONTROL AND EXISTING SERVICES INFORMATION.

B.4. TREE HEIGHTS AND SHAPES ARE INDICATIVE ONLY.

**C. SERVICES**

C.1. ALL EXISTING SERVICES SHOWN ON THESE PLANS ARE INDICATIVE ONLY. EXACT LOCATIONS AND DEPTHS ARE TO BE CONFIRMED PRIOR TO CONSTRUCTION AS REQUIRED.

C.2. PROPOSED SERVICES SHOWN ON THESE PLANS ARE TO BE IN ACCORDANCE WITH SMRC AND RELEVANT AUTHORITY REQUIREMENTS.

**D. SOIL AND WATER MANAGEMENT**

D.1. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROTECT THE SITE AND SURROUNDING AREA FROM DAMAGE RESULTING FROM STORMWATER RUNOFF.

D.2. ALL EROSION AND SEDIMENTATION CONTROL MEASURES IMPLEMENTED ON SITE DURING CONSTRUCTION WORKS ARE TO BE SELECTED AND INSTALLED IN ACCORDANCE WITH THE GUIDELINES AND PRINCIPLES AS OUTLINED IN MANAGING URBAN STORMWATER - SOILS & CONSTRUCTION Volume 1 2004 (LANDCOM) 'THE BLUE BOOK' AND ENVIRONMENTAL PROTECTION GUIDELINES.

D.3. REFER TO DRAWING No.12553558-060 AND 12553558-061 FOR CONCEPT EROSION AND SEDIMENT CONTROL MANAGEMENT PLAN AND DETAILS.

D.4. EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE IMPLEMENTED AND MAINTAINED BY THE CONTRACTOR DURING CONSTRUCTION TO MINIMISE THE EFFECTS OF WEATHER TO THE SATISFACTION OF THE SUPERINTENDENT.

Rev	Description	Checked	Approved	Date
A	PRELIMINARY ISSUE	MD*	GP*	27.10.21
Author	I.SADSAD	Drafting	Check	
Designer	T.BECKMANS	Design	Check	

File Name: C:\12\SW\data\IP-00-12D-00123-12553558 - Berridale Residential Subdivision\_1434\CADD\Drawings\12553558-C002.dwg



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Project No.  
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Project RESIDENTIAL SUBDIVISION OF LOT 1  
DP932240

Status PRELIMINARY

Status Code

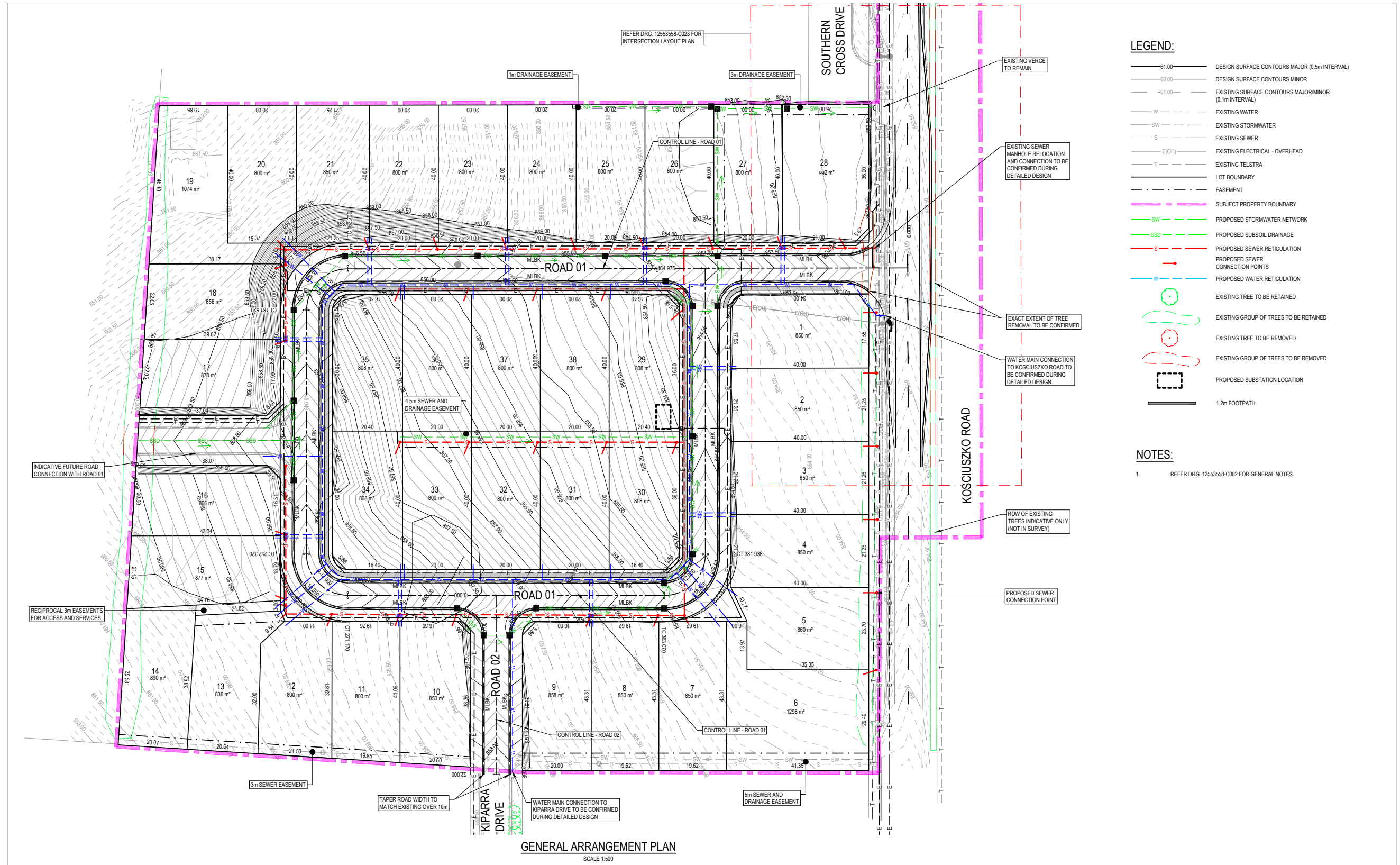
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Drawing No.  
12553558-C002

Size  
A1

Rev  
A

Plot Date: 27 October 2021 - 8:51 AM Plotted by: Issa Sadsad



**LEGEND:**

- 61.00 — DESIGN SURFACE CONTOURS MAJOR (0.5m INTERVAL)
- 60.00 — DESIGN SURFACE CONTOURS MINOR
- 61.00- EXISTING SURFACE CONTOURS MAJOR/MINOR (0.1m INTERVAL)
- W — EXISTING WATER
- SW — EXISTING STORMWATER
- S — EXISTING SEWER
- E(OH) — EXISTING ELECTRICAL - OVERHEAD
- T — EXISTING TELSTRA
- — LOT BOUNDARY
- - - - EASEMENT
- — SUBJECT PROPERTY BOUNDARY
- SW — PROPOSED STORMWATER NETWORK
- SSD — PROPOSED SUBSOIL DRAINAGE
- S — PROPOSED SEWER RETICULATION
- — PROPOSED SEWER CONNECTION POINTS
- W — PROPOSED WATER RETICULATION
- — EXISTING TREE TO BE RETAINED
- — EXISTING GROUP OF TREES TO BE RETAINED
- — EXISTING TREE TO BE REMOVED
- — EXISTING GROUP OF TREES TO BE REMOVED
- — PROPOSED SUBSTATION LOCATION
- — 1.2m FOOTPATH

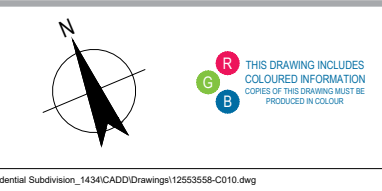
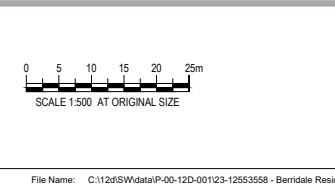
**NOTES:**

- REFER DRG. 12553558-C002 FOR GENERAL NOTES.

Rev	Description	Checked	Approved	Date
B	PRELIMINARY ISSUE	MD*	GP*	22.11.21
A	PRELIMINARY ISSUE	MD*	GP*	27.10.21

Author: T. BECKMANS    Drafting Check  
 Designer: T. BECKMANS    Design Check

Plot Date: 22 November 2021 - 3:13 PM    Plotted by: Tim Beckmans



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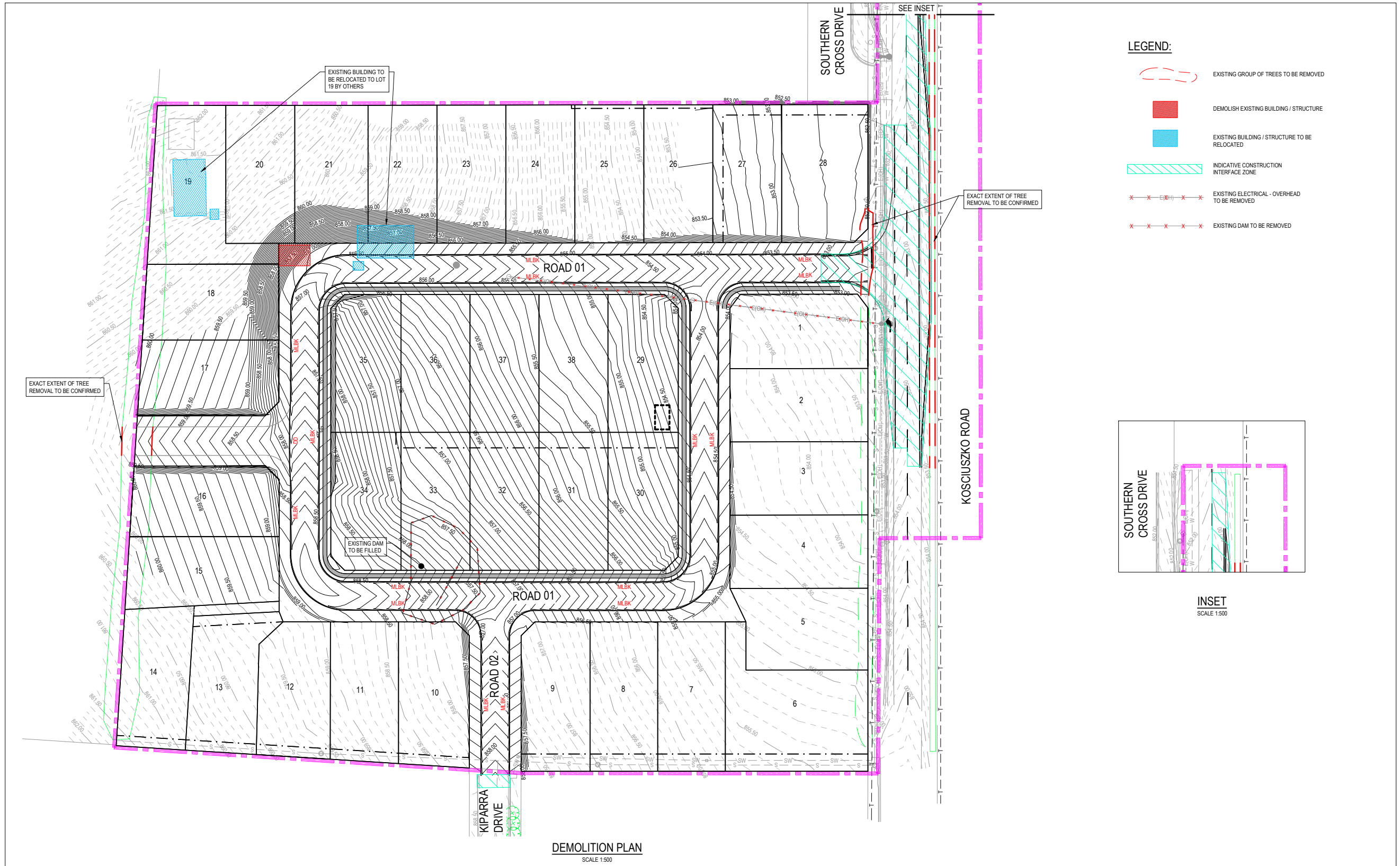
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 Status: PRELIMINARY  
 Project No: 12553558

Drawing Title: GENERAL ARRANGEMENT PLAN  
 Drawing No: 12553558-C010  
 Rev: B

Size: A1  
 Rev: B

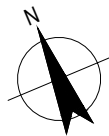
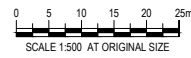


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B	PRELIMINARY ISSUE	MD*	GP*	22.11.21
A	PRELIMINARY ISSUE	MD*	GP*	27.10.21

Author	I. SADSAD	Drafting Check
Designer	T. BECKMANS	Design Check

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 Project No. 12553558  
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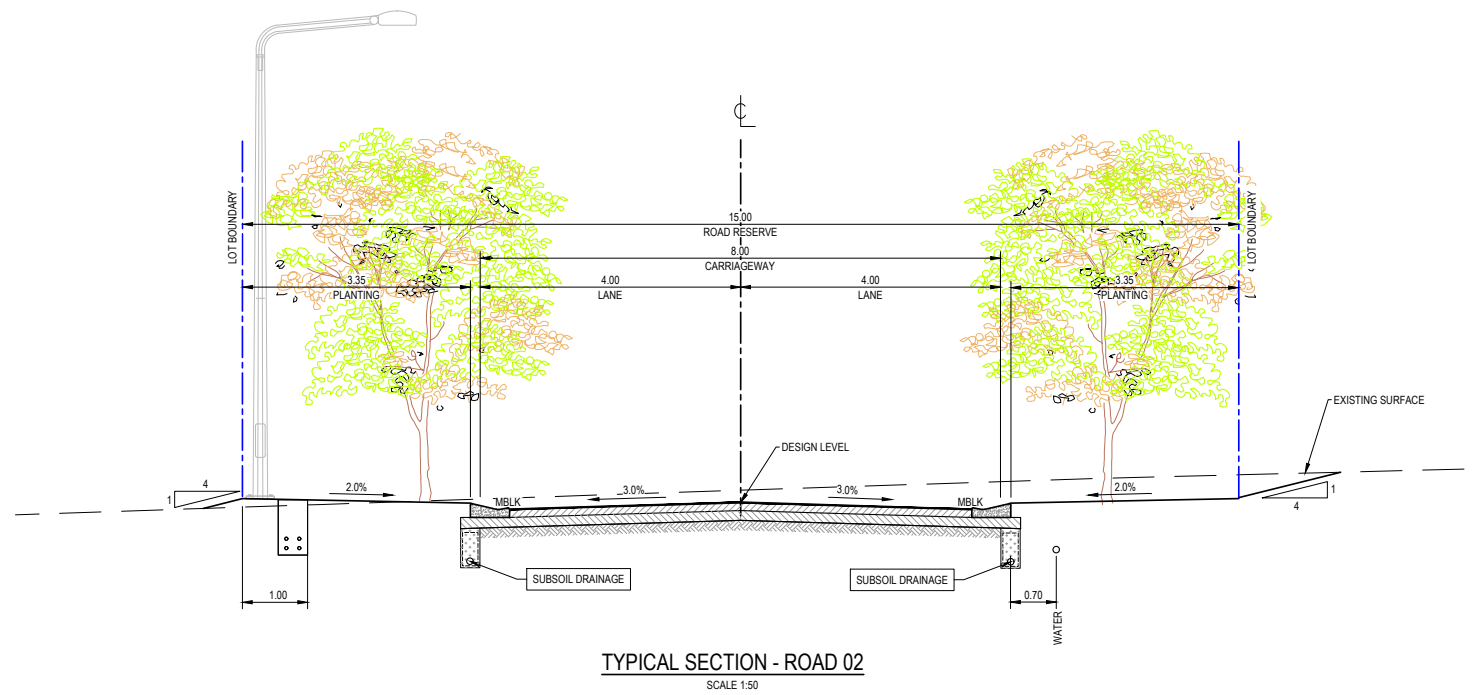
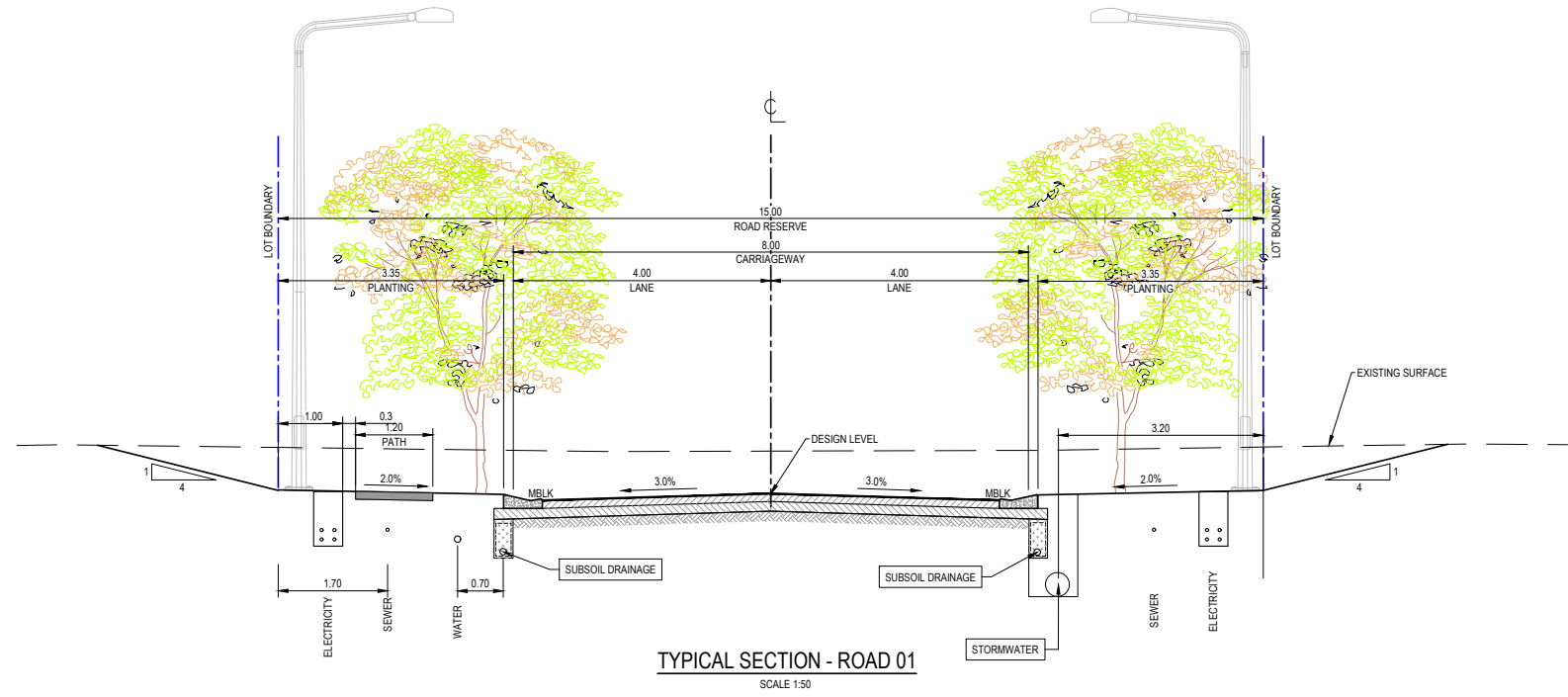
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Drawing No. 12553558-C015

Size A1  
 Rev B

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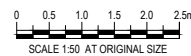
1. REFER DRG. 12553558-C002 FOR GENERAL NOTES.
2. LOCATION OF SERVICES TO BE CONFIRMED DURING DETAILED DESIGN.
3. FOOTPATH REQUIREMENTS TO BE CONFIRMED DURING DETAILED DESIGN.



Rev	Description	Checked	Approved	Date
B	PRELIMINARY ISSUE	MD*	GP*	22.11.21
A	PRELIMINARY ISSUE	MD*	GP*	27.10.21

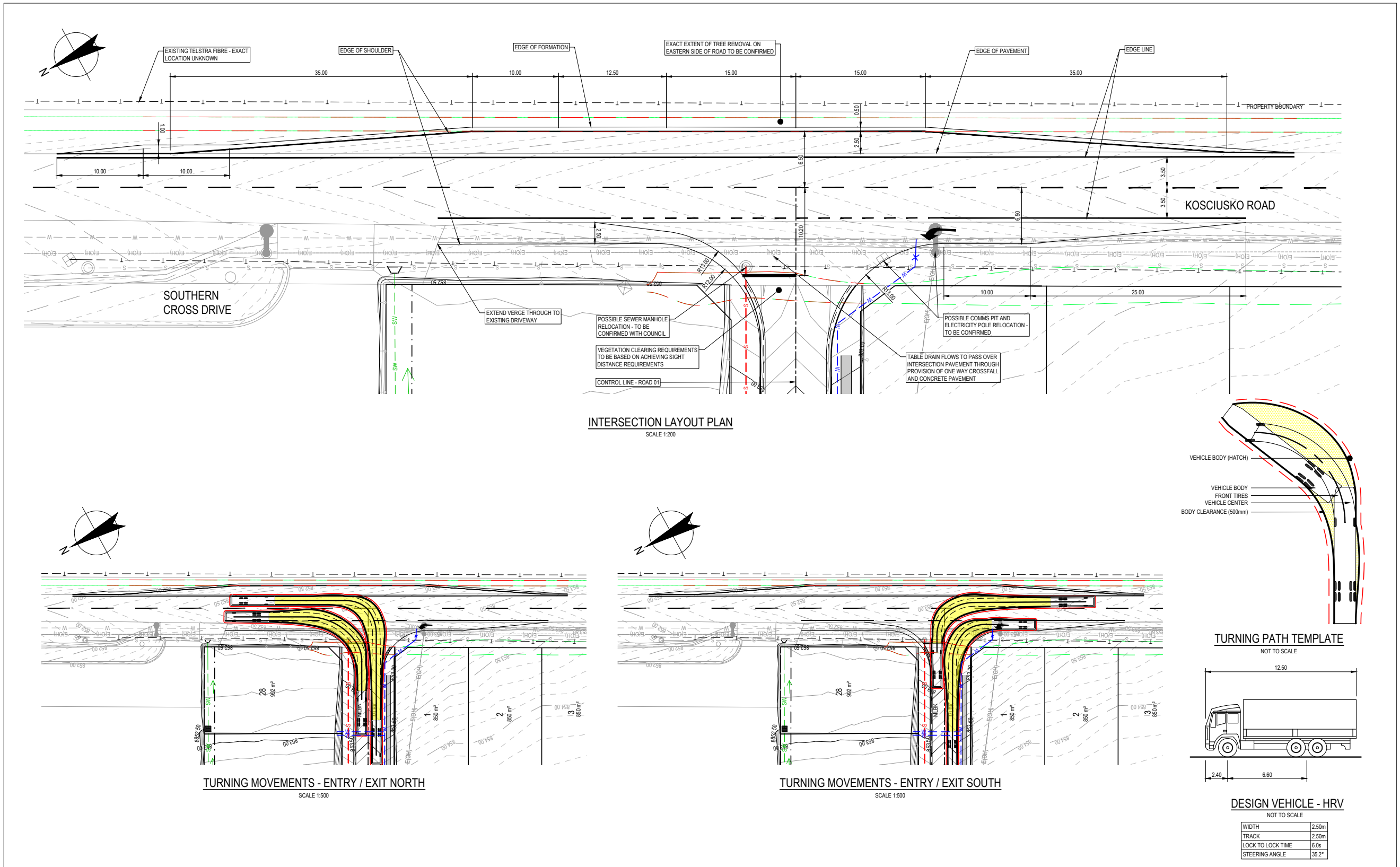
Author	I. SADSAD	Drafting Check
Designer	T. BECKMANS	Design Check



Client	AUSLAND DEVELOPMENTS PTY LTD
Project	RESIDENTIAL SUBDIVISION OF LOT 1 DP932240
Project No.	12553558
Status	PRELIMINARY

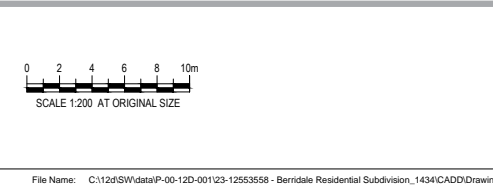
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Drawing No.	12553558-C020

Size A1  
 Rev B



Rev	Description	Checked	Approved	Date
A	PRELIMINARY ISSUE	MD*	GP*	27.10.21
Author	T. BECKMANS	Drafting Check		
Designer	T. BECKMANS	Design Check		

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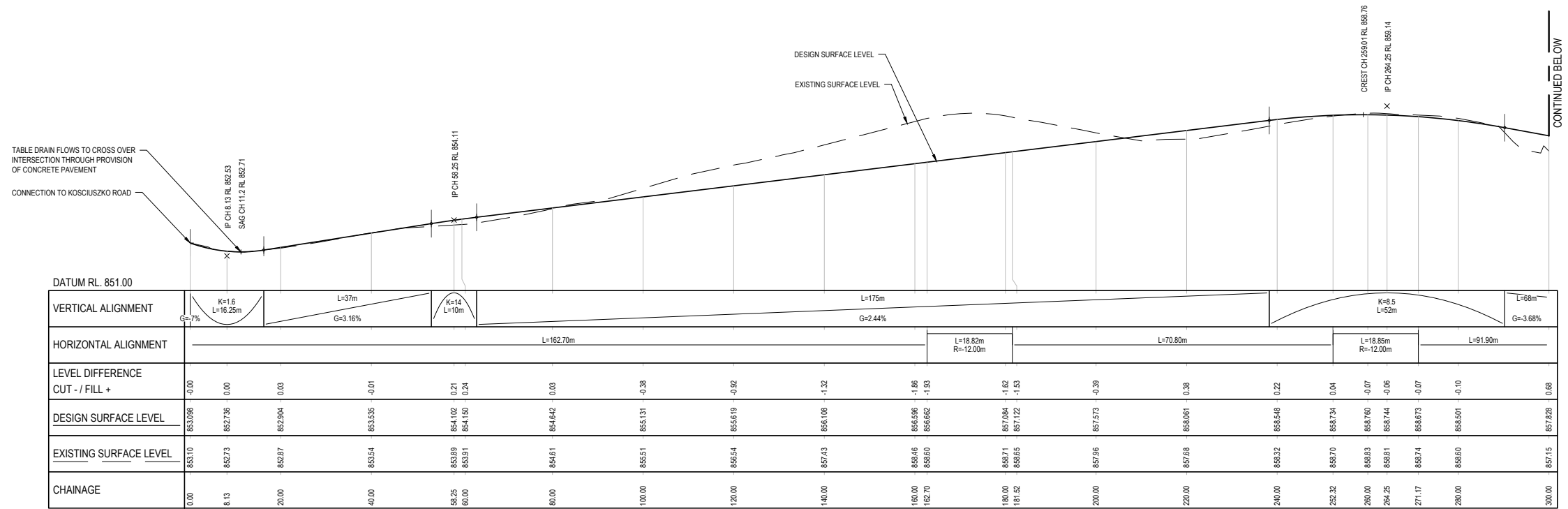
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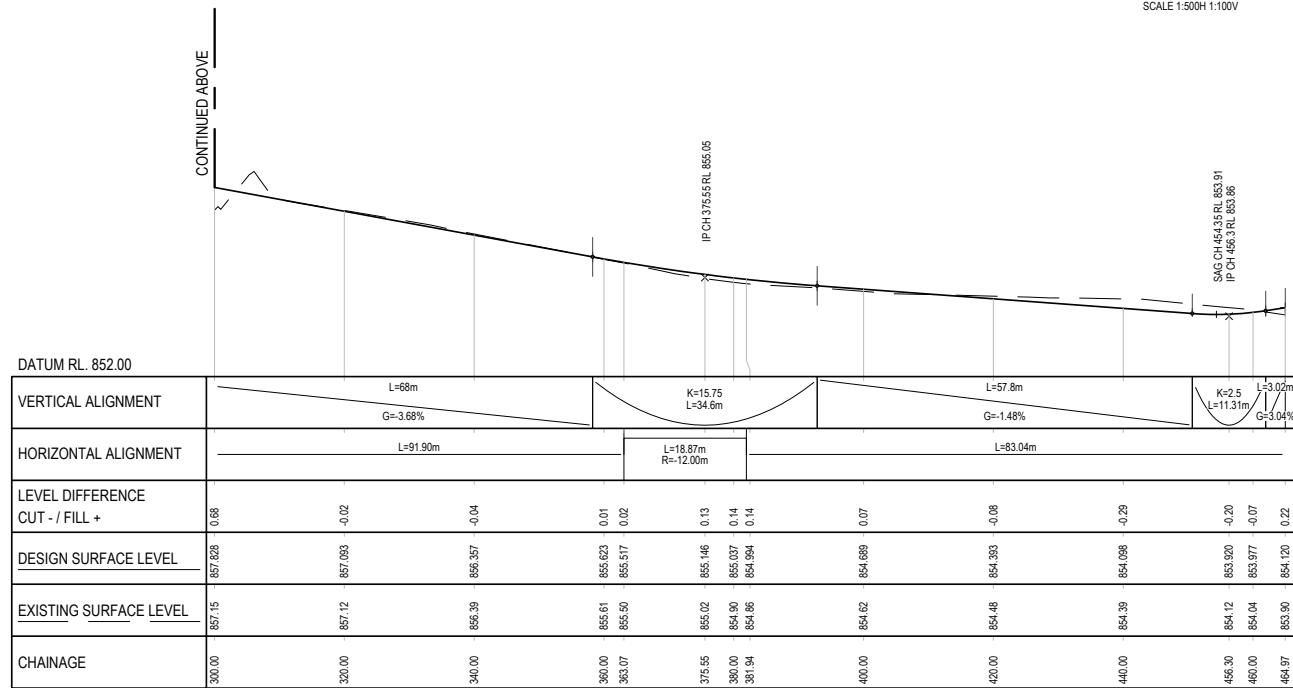
Client: AUSLAND DEVELOPMENTS PTY LTD  
 Project: RESIDENTIAL SUBDIVISION OF LOT 1 DP932240  
 Status: PRELIMINARY  
 Project No: 12553558

Drawing Title: INTERSECTION LAYOUT PLAN  
 Drawing No: 12553558-C023  
 Rev: A

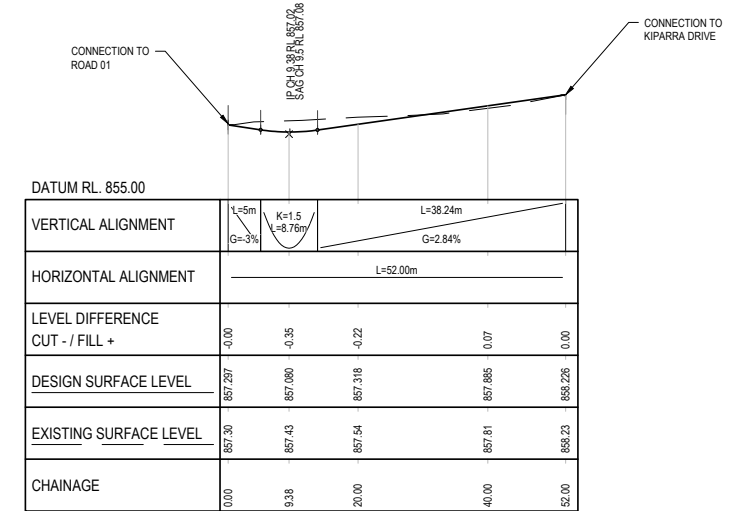
Size: A1



LONGITUDINAL SECTION - ROAD 01  
SCALE 1:500H 1:100V



LONGITUDINAL SECTION - ROAD 01  
SCALE 1:500H 1:100V



LONGITUDINAL SECTION - ROAD 02  
SCALE 1:500H 1:100V

Rev Description	MD*	GP*	27.10.21
Author I.SADGAD	Drafting Check	Checked	Approved
Designer T.BECKMANS	Design Check		



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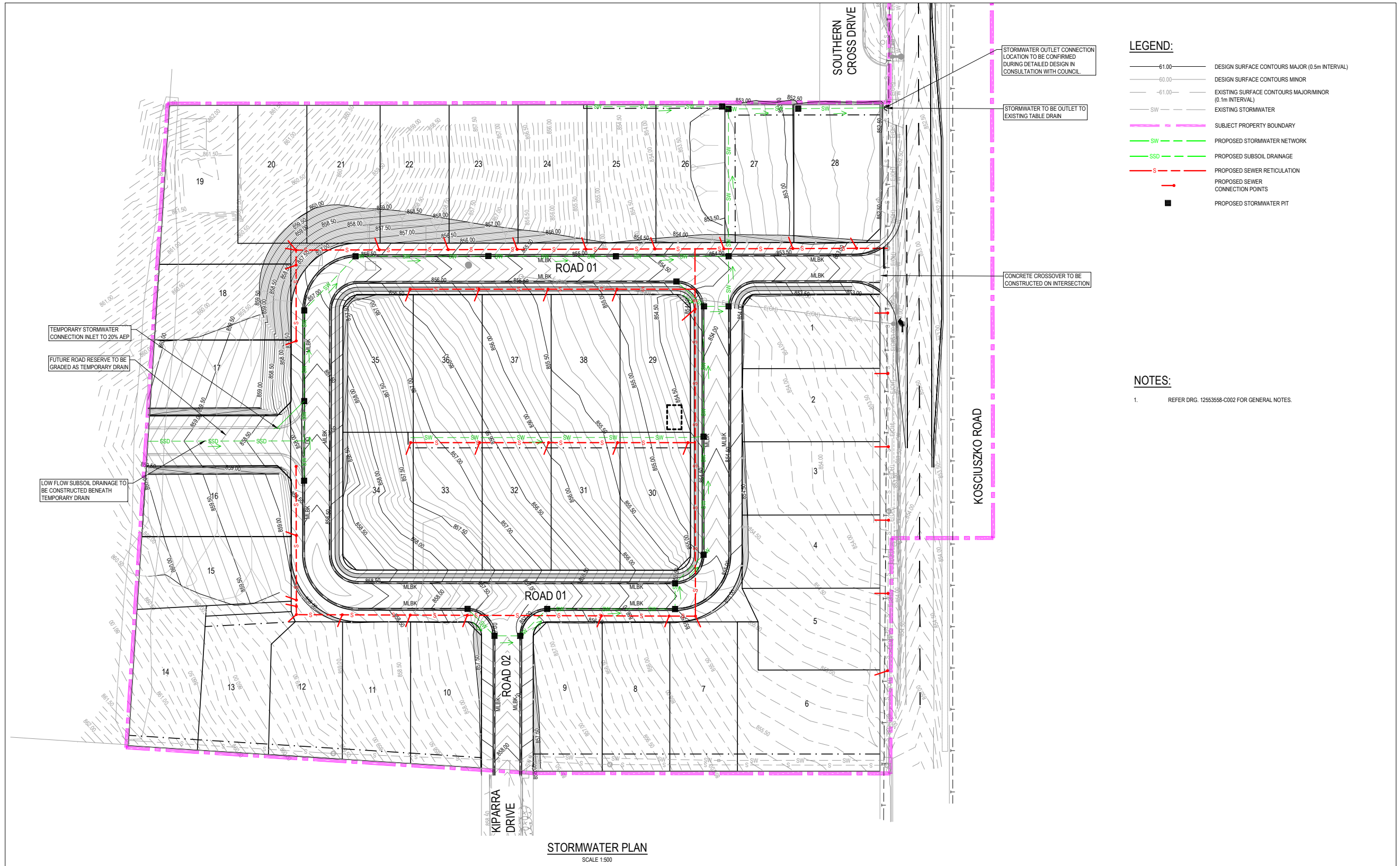
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Size A1

Project No. 12553558

Status Code

Drawing No. 12553558-C025  
Rev A

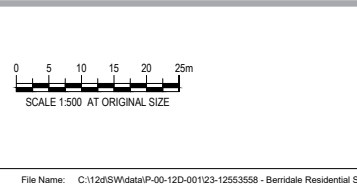


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A	PRELIMINARY ISSUE	MD*	GP*	27.10.21

Author	I. SADSAD	Drafting Check
Designer	T. BECKMANS	Design Check

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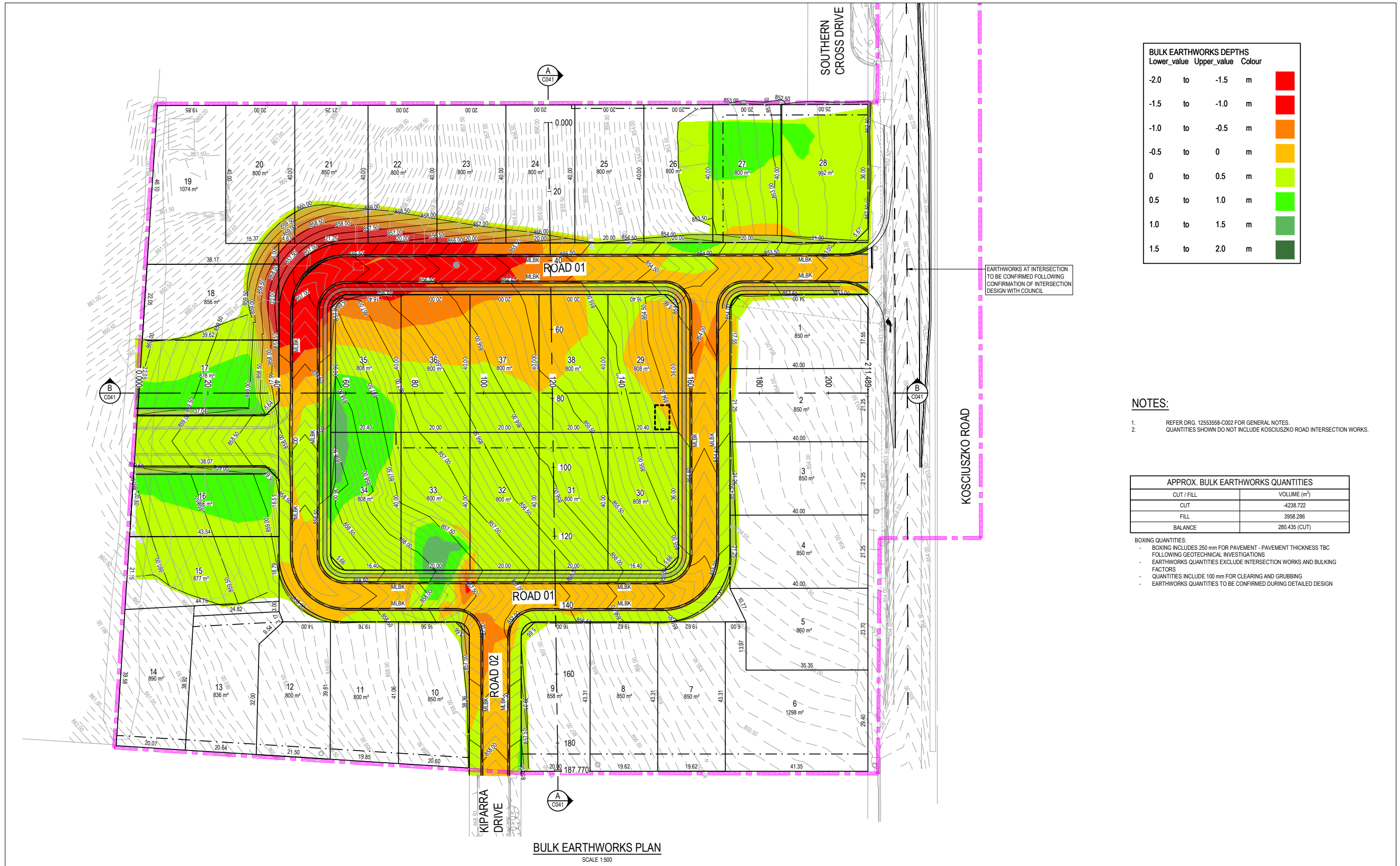
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Project	RESIDENTIAL SUBDIVISION OF LOT 1 DP932240
Status	PRELIMINARY
Project No.	12553558
Status Code	

Drawing Title	STORMWATER PLAN
Drawing No.	12553558-C030
Rev	B
Size	A1

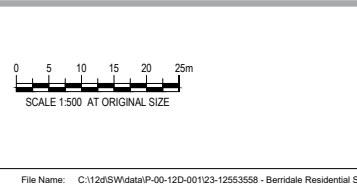




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B	PRELIMINARY ISSUE	MD*	GP*	22.11.21
A	PRELIMINARY ISSUE	MD*	GP*	27.10.21

Author: I. SADSAD  
Designer: T. BECKMANS  
Drafting Check: [Blank]  
Design Check: [Blank]

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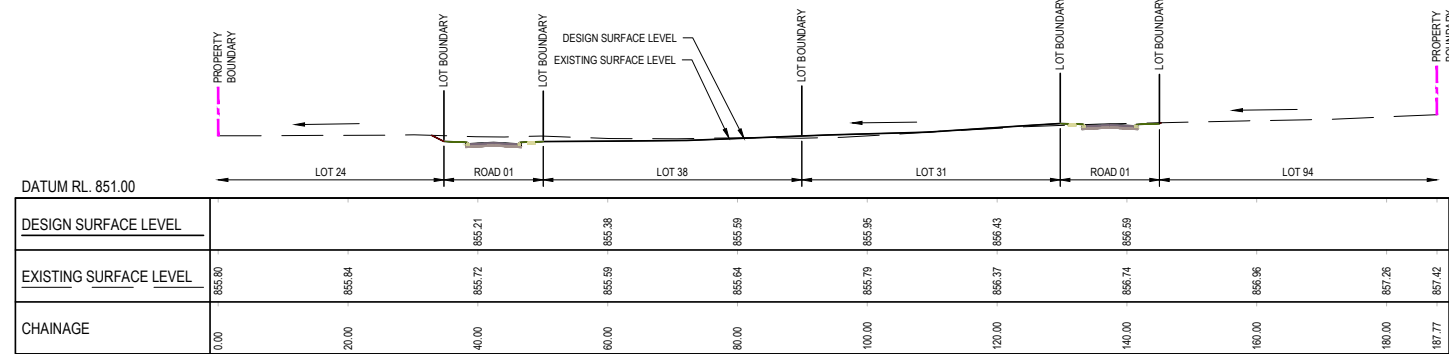
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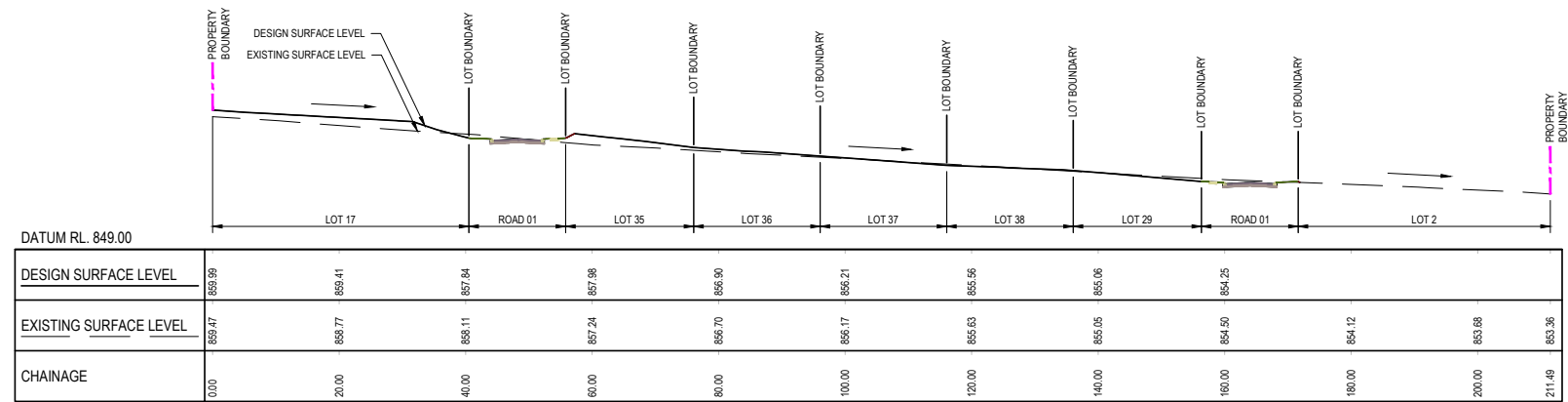
Client	AUSLAND DEVELOPMENTS PTY LTD
Project	RESIDENTIAL SUBDIVISION OF LOT 1 DP932240
Status	PRELIMINARY

Drawing Title	BULK EARTHWORKS PLAN
Project No.	12553558
Drawing No.	12553558-C040
Rev	B

Size **A1**



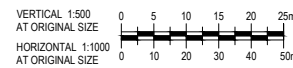
**A SECTION**  
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**B SECTION**  
C040 SCALE 1 : 500H 1:250V

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A	PRELIMINARY ISSUE	MD*	GP*	27.10.21

Author: I. SADSAD (Drafting Check)  
Designer: T. BECKMANS (Design Check)



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Project: RESIDENTIAL SUBDIVISION OF LOT 1 DP932240

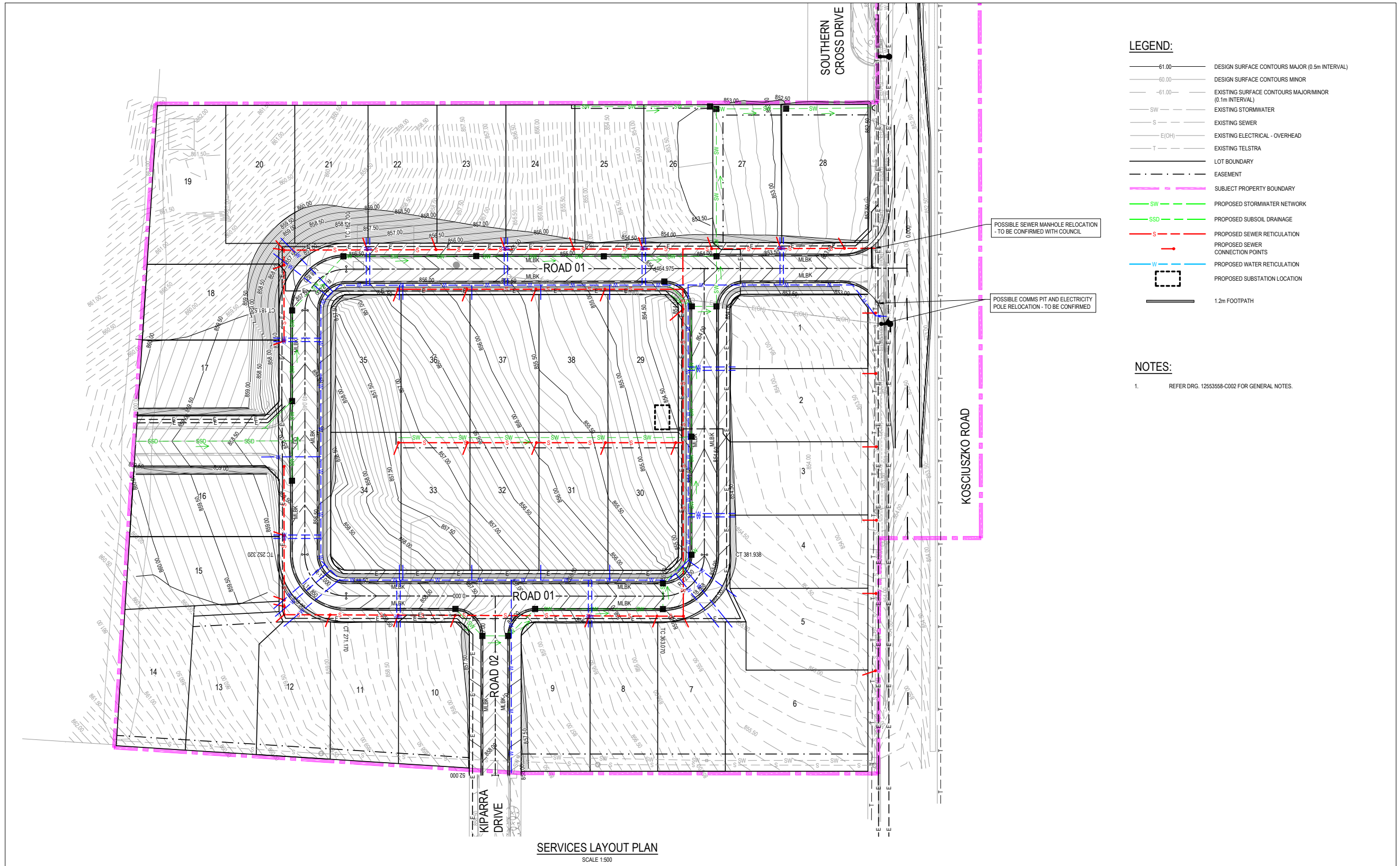
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Drawing Title: BULK EARTHWORKS SECTIONS

Drawing No: 12553558-C041

Size: A1

Rev: A

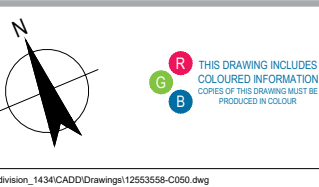
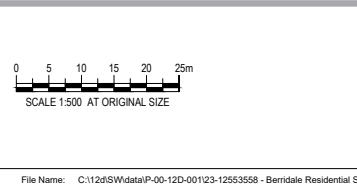


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Author	I. SADSAD	Drafting Check
Designer	T. BECKMANS	Design Check

Plot Date: 22 November 2021 - 3:16 PM Plotted by: Tim Beckmans



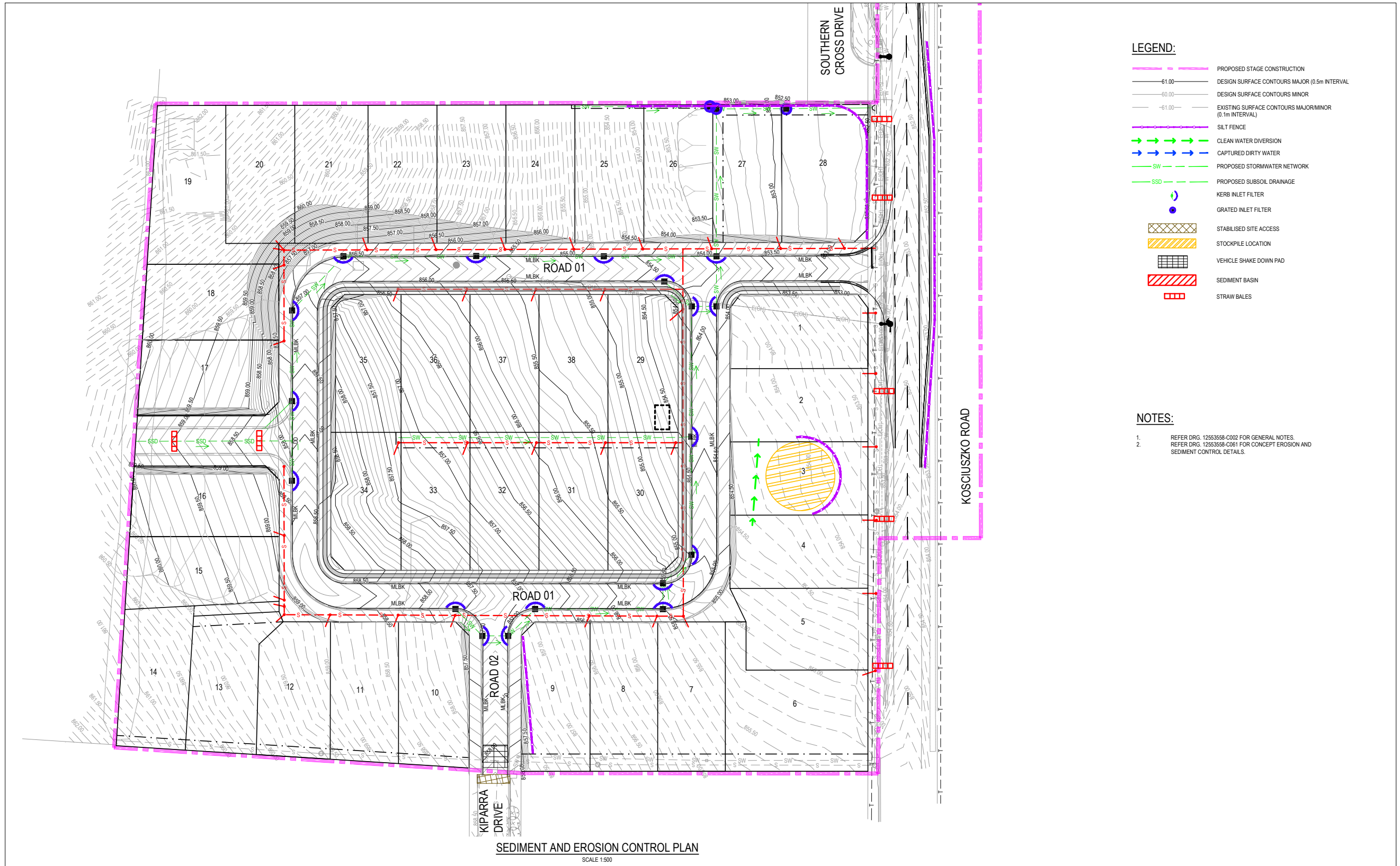
**GHD** Level 7, 16 Marcus Clarke Street  
 Canberra ACT 2601 Australia  
 GPO Box 1877 Canberra ACT 2601  
 T 61 2 6113 3200 F 61 2 6113 3299  
 E cbr@mail@ghd.com W www.ghd.com

Project No. 12553558

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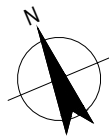
Client	AUSLAND DEVELOPMENTS PTY LTD
Project	RESIDENTIAL SUBDIVISION OF LOT 1 DP932240
Status	PRELIMINARY

Drawing Title	SERVICES LAYOUT PLAN	Size	A1
Project No.	12553558	Status Code	12553558-C050
Rev	B		



SEDIMENT AND EROSION CONTROL PLAN  
 SCALE 1:500

Author	I. SADSAD	Drafting Check		
Designer	T. BECKMANS	Design Check		
Rev	Description	Checked	Approved	Date
B	PRELIMINARY ISSUE	MD*	GP*	22.11.21
A	PRELIMINARY ISSUE	MD*	GP*	27.10.21



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Client AUSLAND DEVELOPMENTS PTY LTD  
 Project RESIDENTIAL SUBDIVISION OF LOT 1  
 DP932240  
 Status PRELIMINARY  
 Project No. 12553558

Drawing Title CONCEPT EROSION AND  
 SEDIMENT CONTROL PLAN

Status Code  
 Drawing No. 12553558-C060  
 Rev B

Size A1

**GENERAL INSTRUCTIONS:**

- G1. ALL SOIL EROSION AND SEDIMENT CONTROL MEASURES AND STRUCTURES SHALL BE DESIGNED, INSTALLED AND MAINTAINED BY THE CONTRACTOR PRIOR TO COMMENCING WORKS IN CONJUNCTION WITH CONSTRUCTION STAGING AND EXPECTED AREAS OF DISTURBANCE AND SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE GUIDELINES AND PRINCIPLES AS OUTLINED IN MANAGING URBAN STORMWATER - SOILS & CONSTRUCTION Volume 1 2004 (Landcom)
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- G3. THE SITE SUPERINTENDENT WILL ENSURE THAT ALL SEDIMENT AND EROSION CONTROL WORKS ARE LOCATED AS INSTRUCTED IN THIS SPECIFICATION OR IN ANY SUBSEQUENT SITE INSTRUCTION.
- G4. ALL BUILDERS AND SUB-CONTRACTORS WILL BE INFORMED OF THEIR RESPONSIBILITIES BY THE SITE SUPERINTENDENT IN MINIMISING THE POTENTIAL FOR SOIL EROSION AND POLLUTION TO DOWNSLOPE LANDS AND WATERWAYS.

**SEDIMENT CONTROL:**

- S1. SPECIAL SEDIMENT CONTROL MEASURES SHOULD BE TAKEN TO MINIMISE POSSIBLE POLLUTION TO DOWNSLOPE WATERS, EG, THROUGH INSTALLATION OF "SILT" FENCING. NO STOCKPILES ON SITE.
- S2. ANY SAND USED IN THE CONCRETE CURING PROCESS (SPREAD OVER THE SURFACE) IS TO BE REMOVED AS SOON AS POSSIBLE AND WITHIN 10 WORKING DAYS FROM PLACEMENT.
- S3. WATER IS TO BE PREVENTED FROM ENTERING THE PERMANENT DRAINAGE SYSTEM UNLESS THE CATCHMENT AREA HAS BEEN PERMANENTLY LANDSCAPED AND/OR ANY LIKELY SEDIMENT HAS BEEN FILTERED THROUGH AN APPROVED STRUCTURE.
- S4. TEMPORARY SEDIMENT AND EROSION CONTROL STRUCTURES ARE TO BE REMOVED ONLY AFTER THE LANDS THEY ARE PROTECTING ARE REHABILITATED AND WHEN REMOVAL IS APPROVED BY THE SITE SUPERINTENDENT.

**INSPECTION AND MAINTENANCE:**

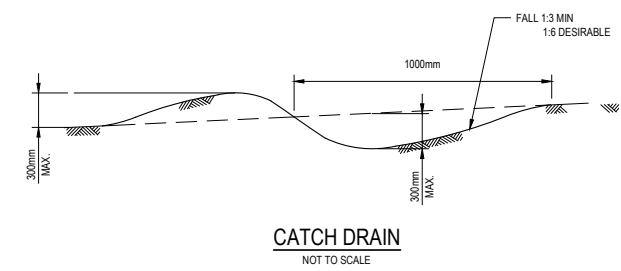
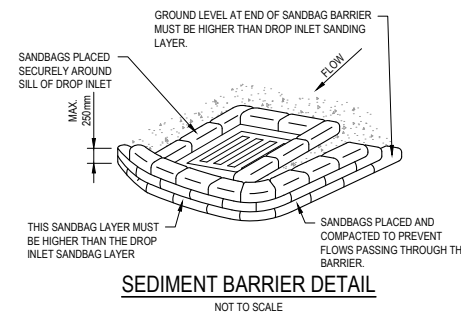
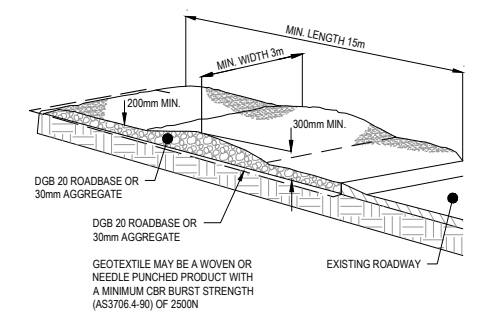
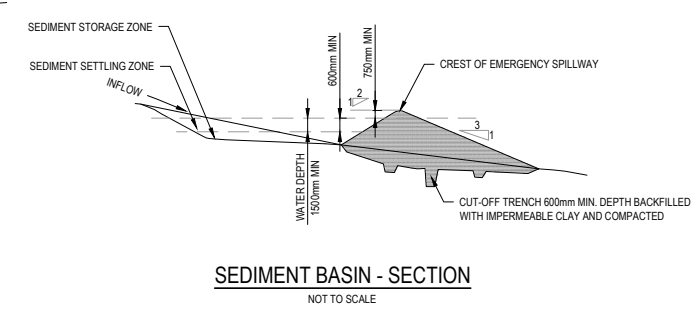
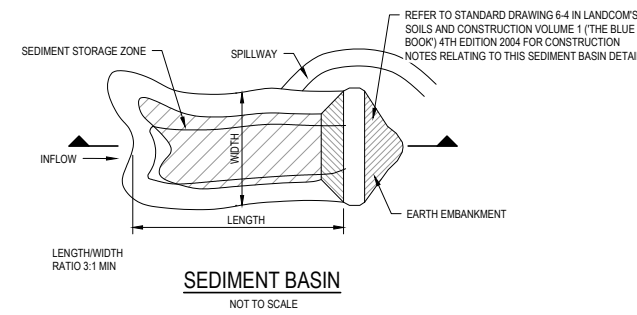
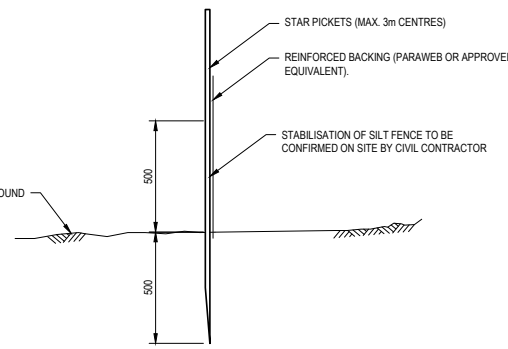
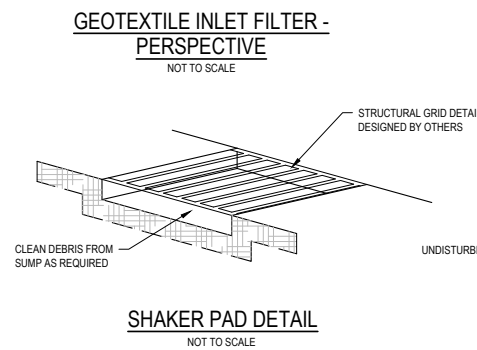
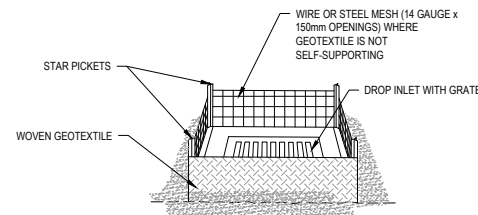
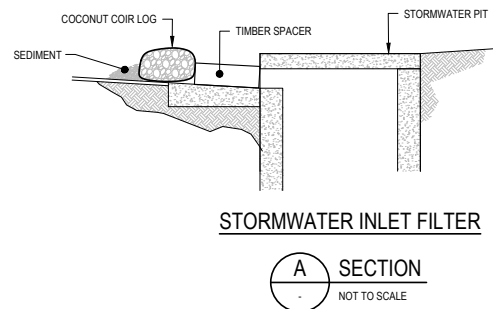
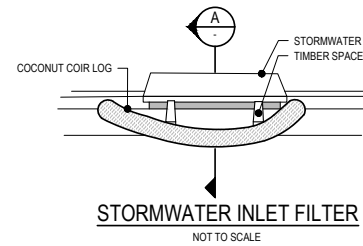
- I1. RECEPTORS FOR CONCRETE AND MORTAR SLURRIES, PAINTS, ACID WASHINGS, LIGHT-WEIGHT WASTE MATERIALS AND LITTER ARE TO BE EMPTIED AS NECESSARY. DISPOSAL OF WASTE SHALL BE IN A MANNER APPROVED BY THE SITE SUPERINTENDENT AND GENERALLY OFF SITE.
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  - B. SPILLED SOIL (OR OTHER MATERIAL) IS REMOVED FROM HAZARD AREAS, INCLUDING LIKELY AREAS OF CONCENTRATED OR HIGH VELOCITY FLOWS SUCH AS WATERWAYS, GUTTERS, PAVED AREAS AND DRIVEWAYS.
  - C. SEDIMENT IS REMOVED FROM BASINS AND/OR TRAPS WHEN LESS THAN 50% OF TRAPPING CAPACITY REMAIN AND/OR LESS THAN 500 MM DEPTH REMAINS IN THE SETTLING ZONE. ANY COLLECTED SEDIMENT WILL BE DISPOSED IN AREAS WHERE FURTHER POLLUTION TO DOWNSLOPE LANDS AND WATERWAYS IS UNLIKELY.
  - D. REHABILITATED LANDS HAVE EFFECTIVELY REDUCED THE EROSION HAZARD AND INITIATE UPGRADING OR REPAIRS AS APPROPRIATE.
- I3. THE CONTRACTOR SHALL PROVIDE & MAINTAIN A 'LOG BOOK' TO RECORD INFORMATION & DATA WITH RESPECT TO THE SEDIMENT & EROSION CONTROL PLAN INFORMATION RECORDED MUST INCLUDE:
  - A. RAINFALL EVENTS
  - B. RAINFALL IN MILLIMETRES
  - C. RESULTS OF ANY INSPECTIONS

**LAND DISTURBANCE:**

- L1. THE SOIL EROSION HAZARD ON THE SITE WILL BE KEPT AS LOW AS POSSIBLE AND PRACTICAL. TO THIS END, WORKS SHOULD BE UNDERTAKEN IN THE FOLLOWING GENERAL SEQUENCE:
  - A. CONSTRUCTION OF SEDIMENT AND EROSION CONTROLS.
  - B. REHABILITATION OF ANY DISTURBED LANDS WITHIN 20 WORKING DAYS.
  - C. UNDERTAKE SITE DEVELOPMENT WORKS IN ACCORDANCE WITH THE ENGINEERING PLANS. WHERE POSSIBLE, PHASE DEVELOPMENT SO THAT LAND DISTURBANCE IS CONFINED TO AREAS OF WORKABLE SIZE.

**ADDITIONAL MATTERS:**

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  - A. PROTECTING THEM WITH BARRIER FENCING OR SIMILAR MATERIALS INSTALLED OUTSIDE THE DRIP LINE.
  - B. ENSURING THAT NOTHING IS NAILED TO THEM.
  - C. PROHIBITING PAVING, GRADING, SEDIMENT WASH OR PLACING OF STOCKPILES WITHIN THE DRIP LINE EXCEPT UNDER THE FOLLOWING CONDITIONS:
    - 1. ENCROACHMENT ONLY OCCURS ON ONE SIDE AND NO CLOSER TO THE TRUNK THAN EITHER 1.5 M OR HALF DISTANCE BETWEEN THE OUTER EDGE OF THE DRIP LINE AND THE TRUNK, WHICHEVER IS THE GREATER.
    - 2. A DRAINAGE SYSTEM THAT ALLOWS AIR AND WATER TO CIRCULATE THROUGH THE ROOT ZONE (EG, A GRAVEL BED) IS PLACED UNDER ALL FILL LAYERS OF MORE THAN 300 MM DEPTH.
    - 3. CARE IS TAKEN NOT TO CUT ROOTS UNNECESSARILY NOR TO COMPACT THE SOIL AROUND THEM.



Rev	Description	Checked	Approved	Date
A	PRELIMINARY ISSUE	MD*	GP*	27.10.21
Author	I. SADSAD	Drafting Check		
Designer	T. BECKMANS	Design Check		

Plot Date: 27 October 2021 - 8:55 AM  
Plotted by: Issa Sadsad  
File Name: C:\128\SW\data\10-12D-00123-12553558 - Berridale Residential Subdivision\_1434\CADD\Drawings\12553558-C061.dwg

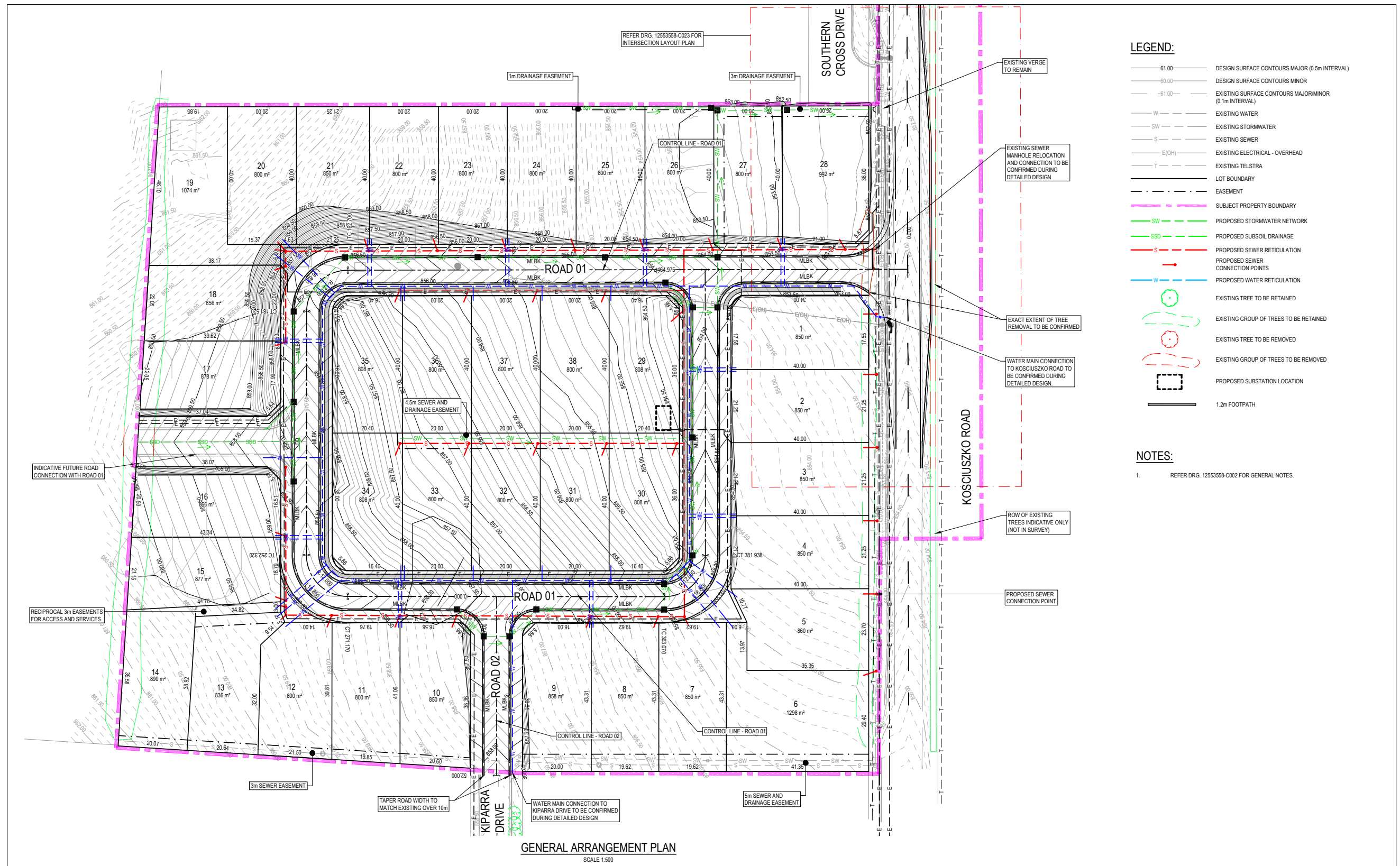
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Client: AUSLAND DEVELOPMENTS PTY LTD  
Project: RESIDENTIAL SUBDIVISION OF LOT 1 DP932240  
Status: PRELIMINARY  
Project No: 12553558

Drawing Title: CONCEPT EROSION AND SEDIMENT CONTROL DETAILS  
Drawing No: 12553558-C061  
Rev: A

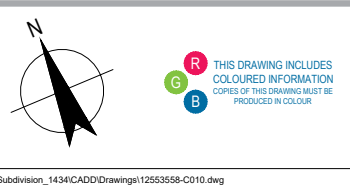
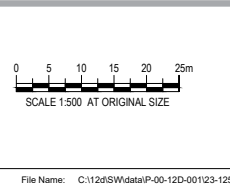


GENERAL ARRANGEMENT PLAN  
 SCALE 1:500

Rev	Description	Checked	Approved	Date
B	PRELIMINARY ISSUE	MD*	GP*	22.11.21
A	PRELIMINARY ISSUE	MD*	GP*	27.10.21

Author: T. BECKMANS, Drafting Check  
 Designer: T. BECKMANS, Design Check

Plot Date: 22 November 2021 - 3:13 PM, Plotted by: Tim Beckmans



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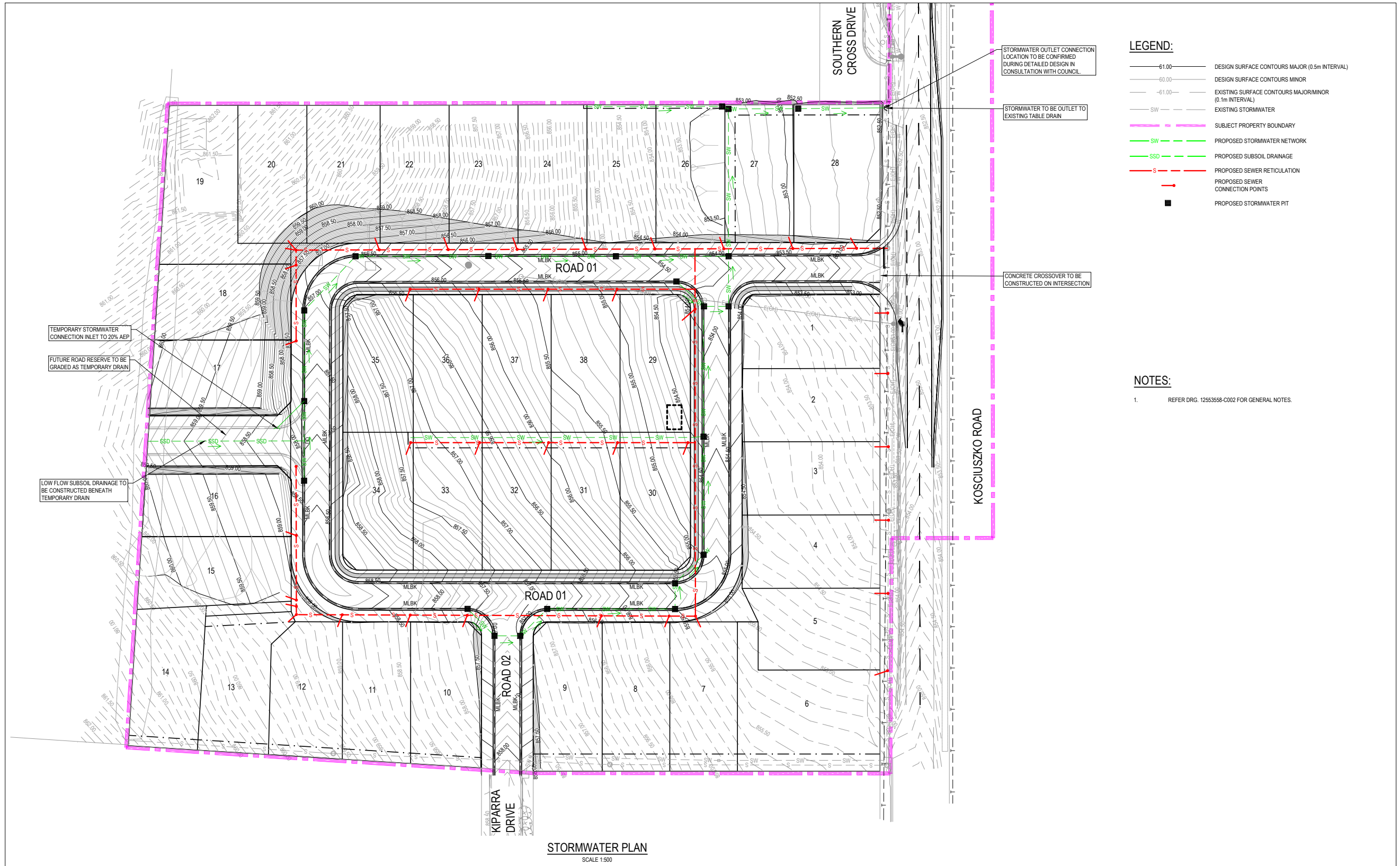
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Client: AUSLAND DEVELOPMENTS PTY LTD  
 Project: RESIDENTIAL SUBDIVISION OF LOT 1 DP932240  
 Status: PRELIMINARY  
 Project No: 12553558

Drawing Title: GENERAL ARRANGEMENT PLAN  
 Drawing No: 12553558-C010  
 Rev: B

Size: A1



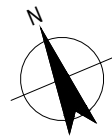
STORMWATER PLAN  
 SCALE 1:500

Rev	Description	Checked	Approved	Date
B	PRELIMINARY ISSUE	MD*	GP*	22.11.21
A	PRELIMINARY ISSUE	MD*	GP*	27.10.21

Author	I. SADSAD	Drafting Check	
Designer	T. BECKMANS	Design Check	

Plot Date: 22 November 2021 - 3:16 PM Plotted by: Tim Beckmans



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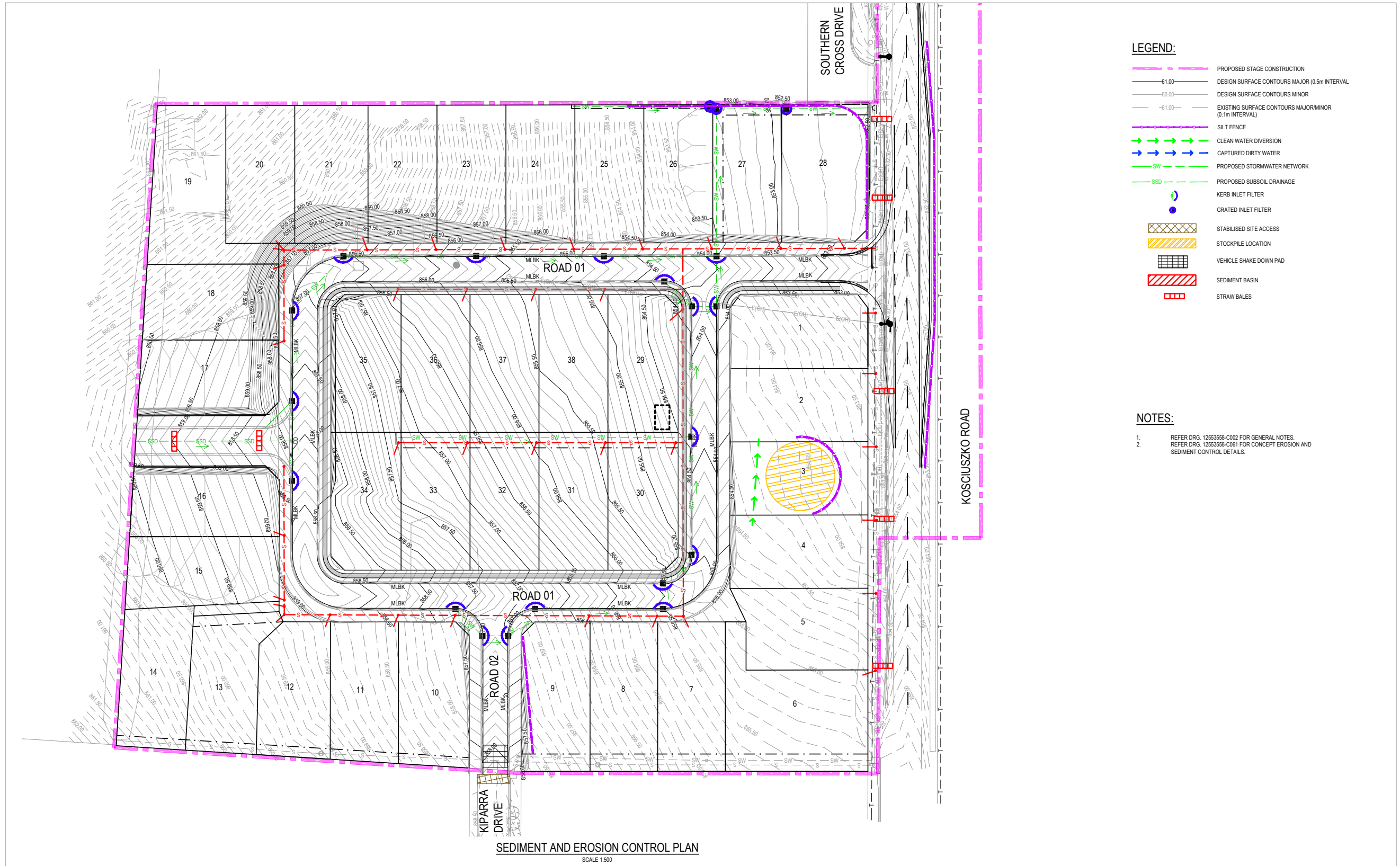
Client AUSLAND DEVELOPMENTS PTY LTD  
 Project RESIDENTIAL SUBDIVISION OF LOT 1 DP932240  
 Status PRELIMINARY  
 Project No. 12553558

Drawing Title STORMWATER PLAN

Drawing No. 12553558-C030  
 Rev B

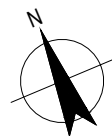
Size A1

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SEDIMENT AND EROSION CONTROL PLAN  
 SCALE 1:500

Author	I. SADSAD	Drafting Check		
Designer	T. BECKMANS	Design Check		
Rev	Description	Checked	Approved	Date
B	PRELIMINARY ISSUE	MD*	GP*	22.11.21
A	PRELIMINARY ISSUE	MD*	GP*	27.10.21



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Client AUSLAND DEVELOPMENTS PTY LTD  
 Project RESIDENTIAL SUBDIVISION OF LOT 1 DP932240  
 Status PRELIMINARY  
 Project No. 12553558

Drawing Title CONCEPT EROSION AND SEDIMENT CONTROL PLAN

Drawing No. 12553558-C060  
 Rev B

Size A1



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- G1. ALL SOIL EROSION AND SEDIMENT CONTROL MEASURES AND STRUCTURES SHALL BE DESIGNED, INSTALLED AND MAINTAINED BY THE CONTRACTOR PRIOR TO COMMENCING WORKS IN CONJUNCTION WITH CONSTRUCTION STAGING AND EXPECTED AREAS OF DISTURBANCE AND SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE GUIDELINES AND PRINCIPLES AS OUTLINED IN MANAGING URBAN STORMWATER - SOILS & CONSTRUCTION Volume 1 2004 (Landcom)
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**INSPECTION AND MAINTENANCE:**

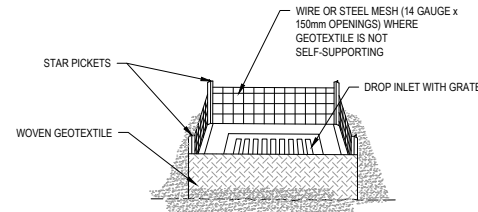
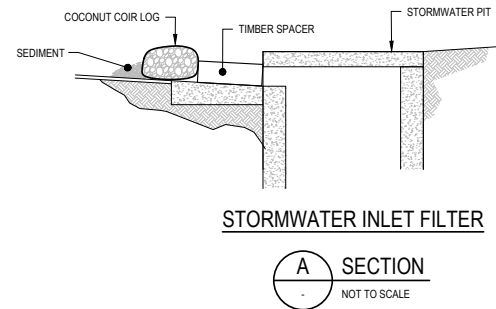
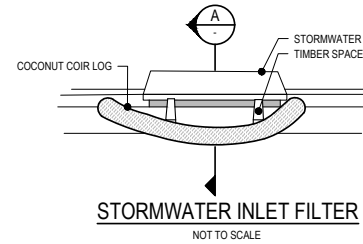
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**LAND DISTURBANCE:**

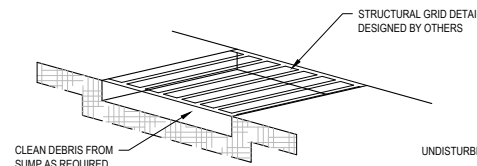
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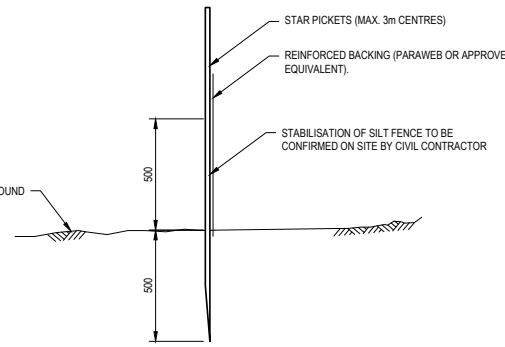
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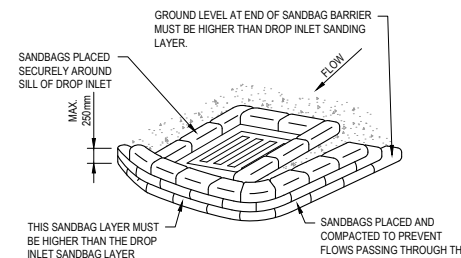
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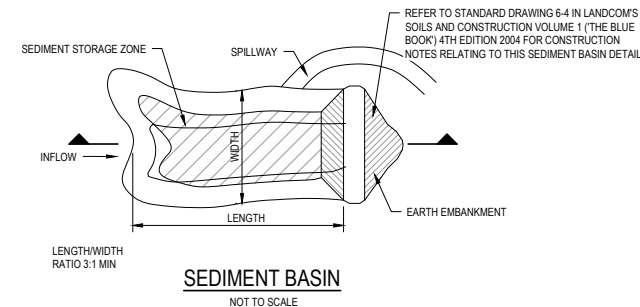
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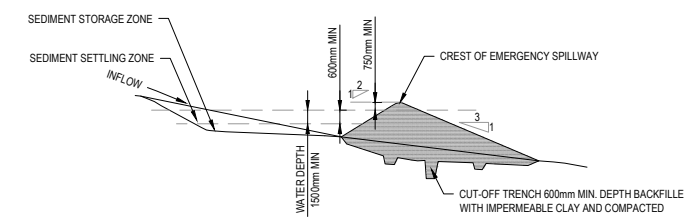
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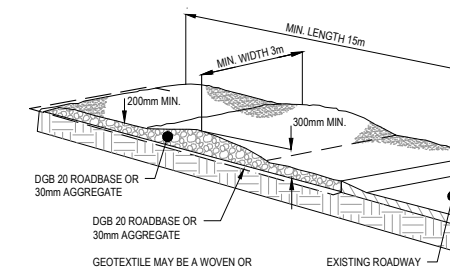
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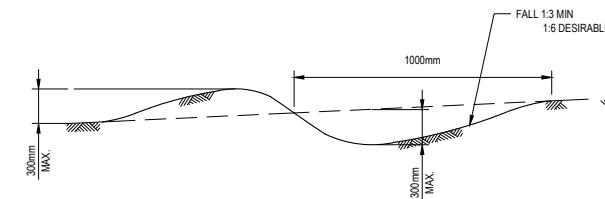
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**SEDIMENT BASIN - SECTION**  
NOT TO SCALE



**STABILISED SITE ACCESS**  
NOT TO SCALE



**CATCH DRAIN**  
NOT TO SCALE

Rev	Description	Checked	Approved	Date
A	PRELIMINARY ISSUE	MD*	GP*	27.10.21
Author	I. SADSAD	Drafting Check		
Designer	T. BECKMANS	Design Check		

Plot Date: 27 October 2021 - 8:55 AM  
Plotted by: Issa Sadsad  
File Name: C:\128\SW\data\10-12D-00123-12553558 - Berridale Residential Subdivision\_1434\CADD\Drawings\12553558-C061.dwg

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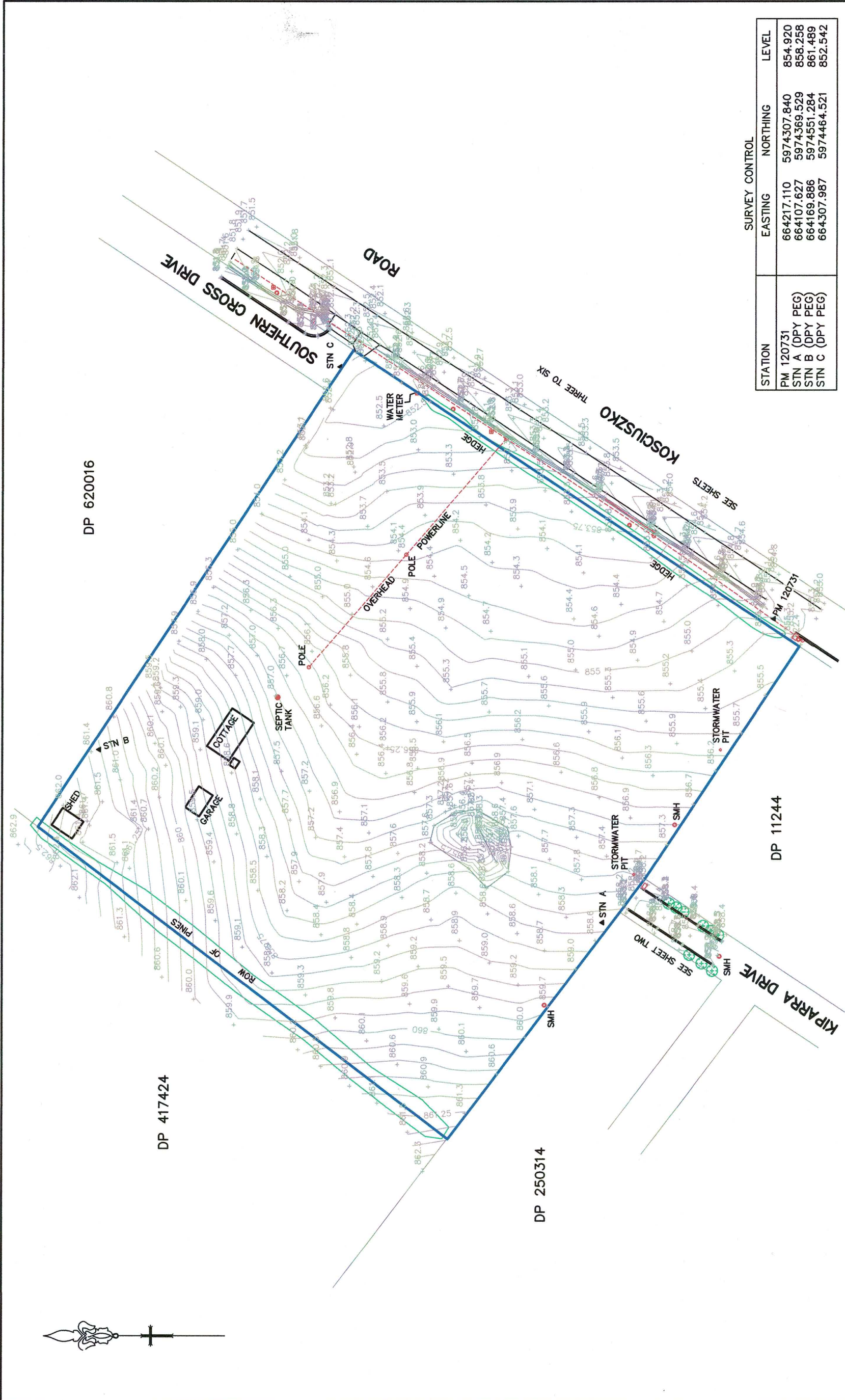
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Client: AUSLAND DEVELOPMENTS PTY LTD  
Project: RESIDENTIAL SUBDIVISION OF LOT 1 DP932240  
Status: PRELIMINARY  
Project No: 12553558

Drawing Title: CONCEPT EROSION AND SEDIMENT CONTROL DETAILS  
Drawing No: 12553558-C061  
Rev: A

Size: A1



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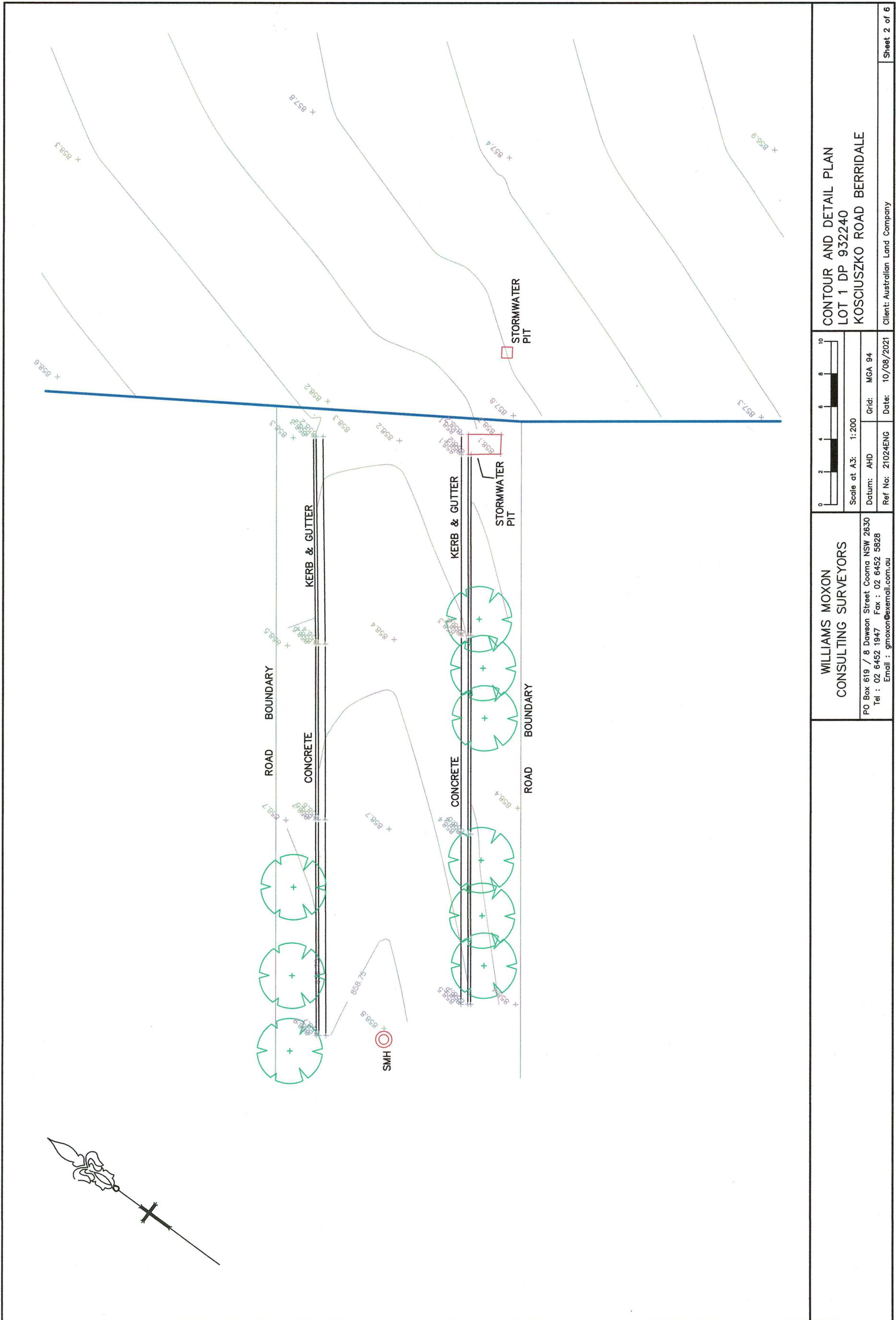
**WILLIAMS MOXON CONSULTING SURVEYORS**  
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 Tel : 02 6452 1947 Fax : 02 6452 5828  
 Email : gmoxon@exemail.com.au

**CONTOUR AND DETAIL PLAN**  
 LOT 1 DP 932240  
 KOSCIUSZKO ROAD BERRIDALE

Client: Australian Land Company

Sheet 1 of 6

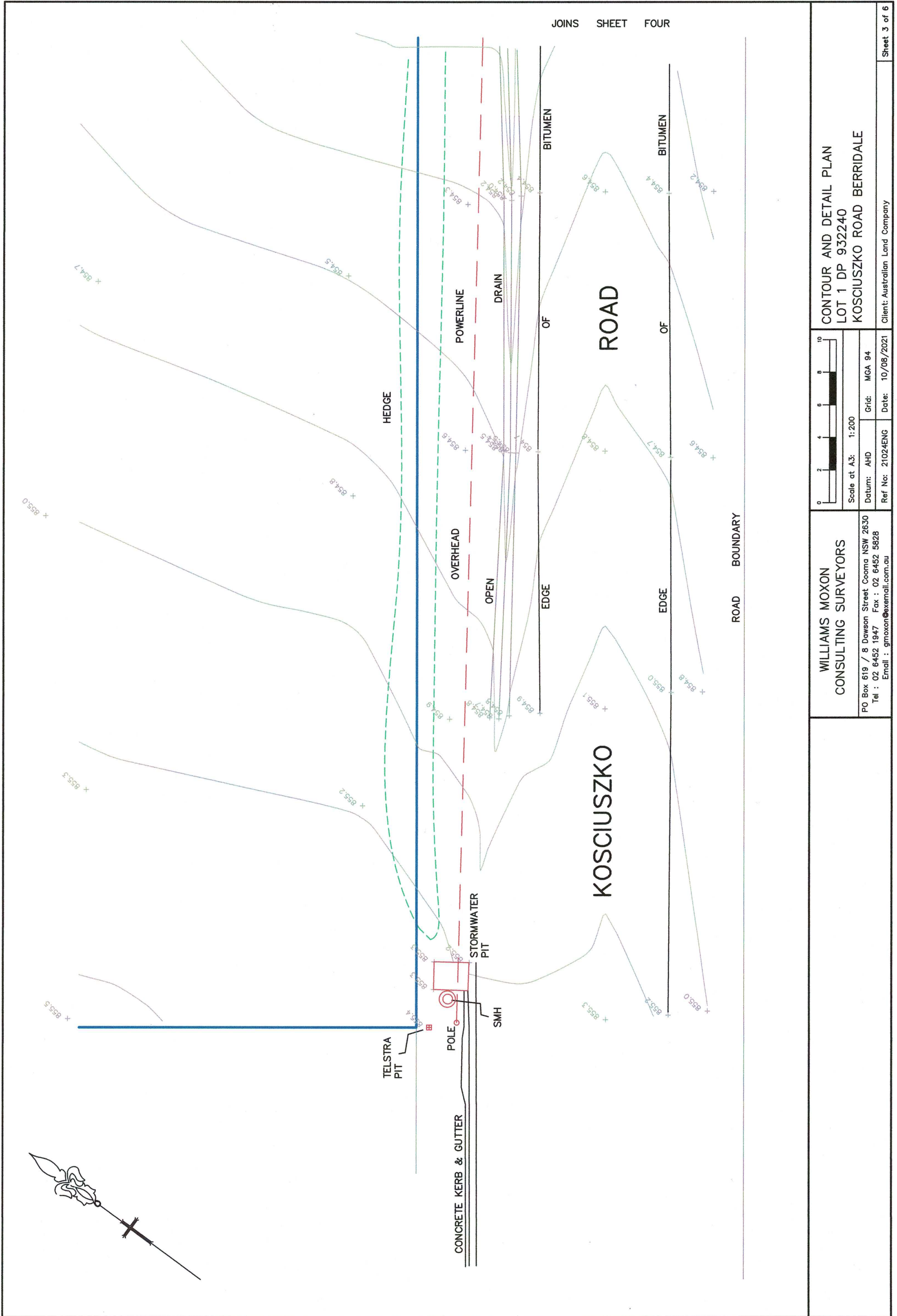
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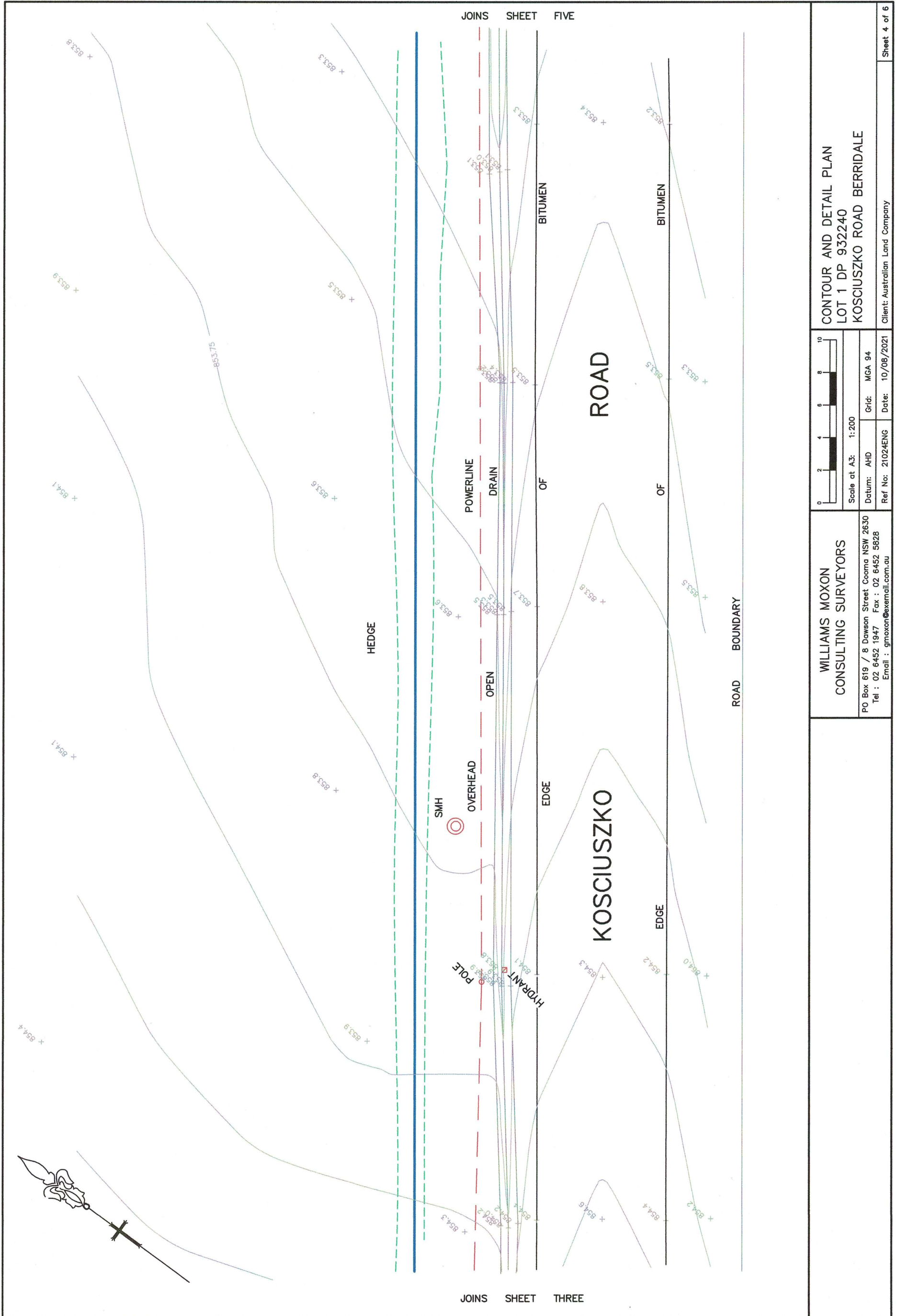
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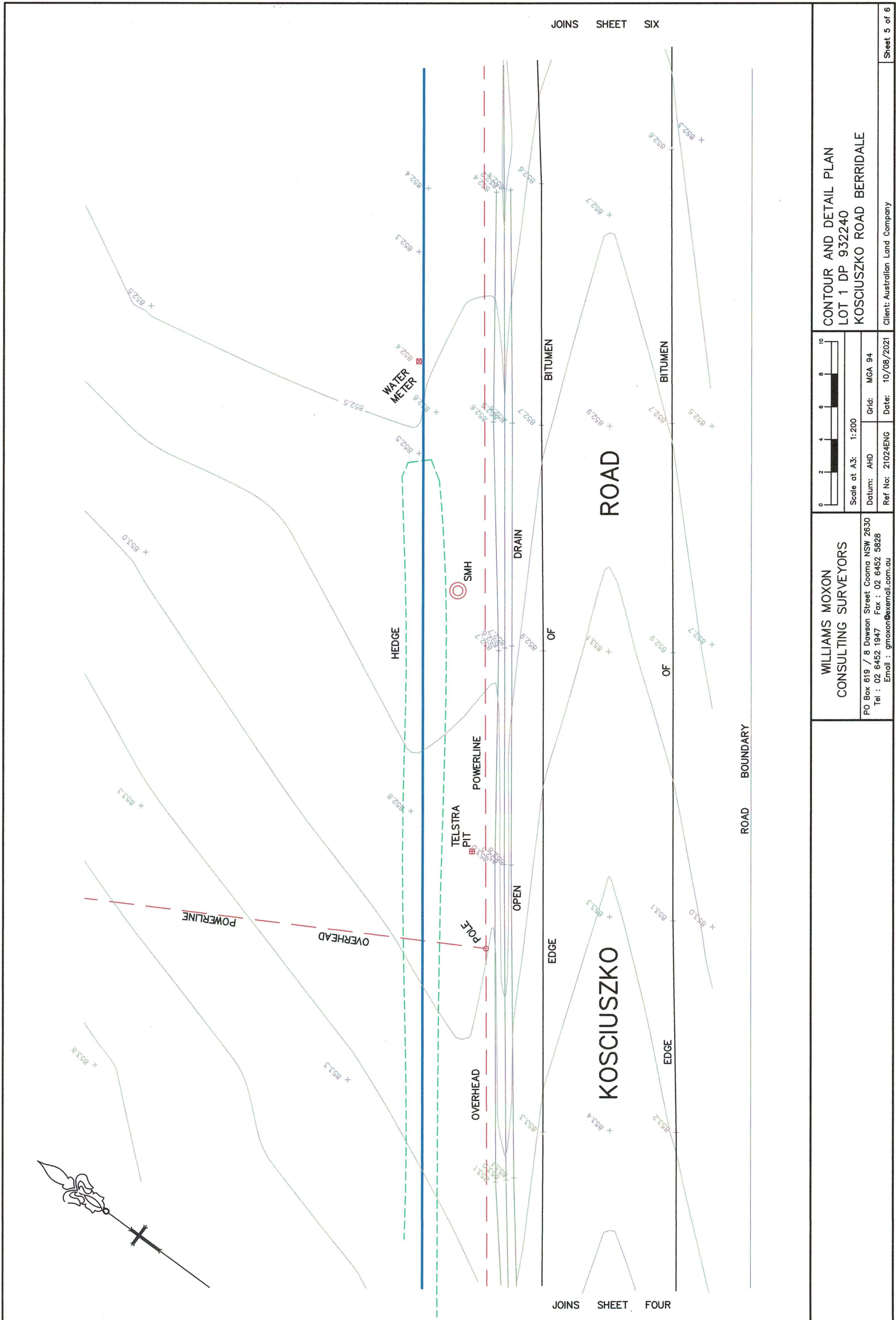
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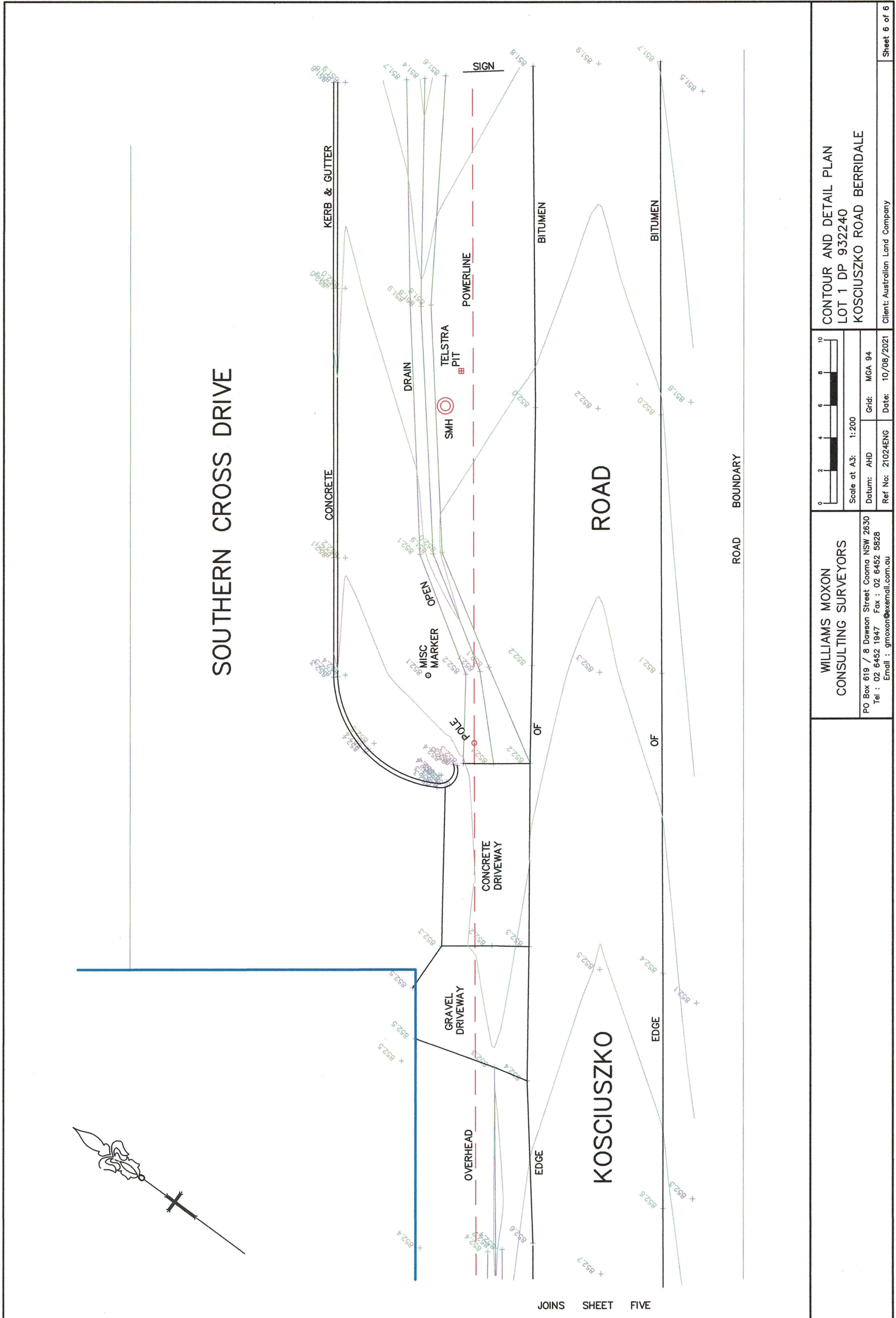
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CONTOUR AND DETAIL PLAN  
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# Berridale Residential Subdivision

## Draft Traffic Assessment

Ausland Developments Pty Ltd

25 October 2021

→ The Power of Commitment



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## Appendices

### Appendix A Traffic Survey Data

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# 1. Introduction

GHD has been commissioned by Ausland Developments Pty Ltd to undertake a Traffic Assessment to support the development application for the proposed Berridale Residential Subdivision (referred to henceforth as the subdivision).

The subdivision is proposed to provide 38 low density residential lots.

The purpose of this Traffic Assessment is to provide an assessment of the proposed site access arrangements from Kosciuszko Road and impacts on the road network on the proposed subdivision.

## 1.1 Site location

The proposed subdivision is located on Lot 1 DP 932240, Kosciuszko Road, Berridale, as displayed in Figure 1.



Figure 1 Subdivision subject site

## 1.2 Assumptions

This report is based on the following:

- The trip characteristics of the subdivision were based on rates in the Transport for NSW (TfNSW) *Guide to Traffic Generating Developments (2002)*.
- Traffic data was sourced from a tube count on Kosciuszko Road in proximity to the proposed subdivision.
- Traffic distribution assumptions as outlined in the assessment were made in relation to the traffic patterns identifies from the tube count.
- No assessment of traffic impact during the construction period of the subdivision has been undertaken.

- The conditions of the surrounding network were based on information supplied by the publicly available traffic surveys and Google Maps / Street view. These have not been confirmed by a site inspection by GHD personnel.
- An annual growth rate of two percent has been applied to the count station volumes to determine the 2031 background traffic volumes.
- All the existing lots facing Kiparra Drive and north of Cecil Street will utilise the proposed access/egress from Kosciuszko Road
- It has been assumed that all residential trips will be:
  - 80 percent outbound and 20 percent inbound in the AM peak hour.
  - 80 percent inbound and 20 percent outbound in the PM peak hour.
- It has been assumed that in peak periods:
  - 60 percent of trips will access/egress the subdivision to/from the north.
  - 40 percent of trips will access/egress the subdivision to/from the south.

### 1.3 Report structure

The Traffic Assessment is structured as follows:

- Section 1 Introduction
- Section 2 Existing conditions
- Section 3 Traffic impact assessment
- Section 4 Summary and conclusions

## 2. Existing conditions

### 2.1 Road hierarchy

Functional road classification involves the relative balance of mobility and access functions. TfNSW defines four levels in a typical functional road hierarchy, ranking from high mobility and low accessibility, to high accessibility and low mobility. These road classes are:

**Arterial Roads** – generally controlled by TfNSW, typically no limit in flow and designed to carry vehicles long distance between regional centres.

**Sub-Arterial Roads** – can be managed by either TfNSW or local council. Typically, their operating capacity ranges between 10,000 and 20,000 vehicles per day, and their aim is to carry through traffic between specific areas in a subregion or provide connectivity from arterial road routes (regional links).

**Collector Roads** – provide connectivity between local roads and the arterial road network and typically carry between 2,000 and 10,000 vehicles per day.

**Local Roads** – provide direct access to properties and the collector road system and typically carry between 500 and 4,000 vehicles per day.

### 2.2 Kosciuszko Road

Kosciuszko Road (refer to Figure 2) is a sub-arterial road that passes through the towns of Berridale and Jindabyne and provides access to the Kosciuszko National Park.

In proximity to the proposed subdivision, Kosciuszko Road has the following key features, as outlined in Table 1.

Table 1 Kosciuszko Road key features

Feature	Description
<b>Carriageway</b>	A single travel lane in either direction separated by line marking.
<b>Parking</b>	No on-street parking is available
<b>Speed Limit</b>	60 km/h
<b>Pedestrian Facilities</b>	No dedicated facilities
<b>Bicycle Facilities</b>	No dedicated facilities
<b>Public Transport</b>	A bus stop is provided on Kosciuszko Road approximately 400 metres south of the subject site.



Figure 2 Kosciuszko Road looking north from the subject site

## 2.3 Kiparra Drive

Kiparra Drive is a local road located to the south of the subject site (refer to Figure 1). The subdivision proposes to provide a road that will link into Kiparra Drive.

Kiparra Drive has the following key features, as outlined in Table 2.

Table 2 Kiparra Drive key features

Feature	Description
<b>Carriageway</b>	A single travel lane in either direction.
<b>Parking</b>	On-street parking is available
<b>Speed Limit</b>	50 km/h
<b>Pedestrian Facilities</b>	No dedicated facilities
<b>Bicycle Facilities</b>	No dedicated facilities
<b>Public Transport</b>	No dedicated facilities



Figure 3 Kiparra Drive looking north towards the subject site

Source: Google Maps

## 2.4 Traffic data

### 2.4.1 Volumes

GHD commissioned Trans Traffic Data Pty Ltd to undertake automatic tube counts on Kosciuszko Road at the frontage to the subdivision for a week-long period between 2<sup>nd</sup> August 2021 and 9<sup>th</sup> August 2021.

The average weekday hourly traffic volumes are displayed in Figure 4.

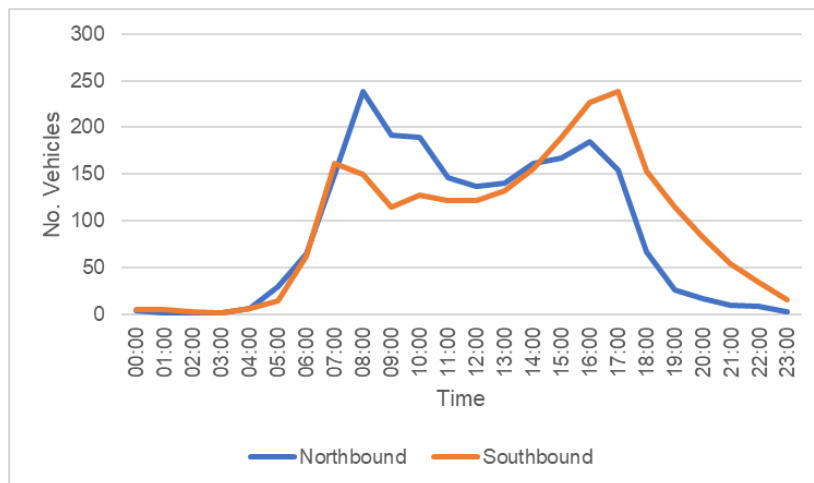


Figure 4 Average weekday traffic volumes on Kosciuszko Road

The data in Figure 4 indicates that:

- The peak morning weekday traffic volumes occur between 8:00 am – 9:00 am with 238 northbound and 150 southbound vehicles.



- The peak afternoon weekday traffic volumes occur between 4:00 pm – 5:00 pm with 185 northbound and 227 southbound vehicles.

Heavy vehicles constitute approximately 12 percent of the overall traffic volumes on Kosciuszko Road.

The TfNSW *Guide to Traffic Generating Developments (2002)* specifies that for rural roads with a speed limit of 100 km/h, a single travel lane in each direction, level terrain and approximately 15 percent heavy vehicles have a mid-block capacity (to a LOS D) of 1,410 vehicles <sup>1</sup>(bi-directional traffic).

The available traffic data indicates Kosciuszko Road is currently operating within the acceptable limits of its mid-block capacity.

## 2.4.2 Speeds

The tube counts recorded the speeds of vehicles on Kosciuszko Road, within the 60 km/h zone.

The bidirectional average speed and 85<sup>th</sup> percentile speed (the speed at which 85 percent of vehicles will be travelling at or below) is displayed in Figure 5.

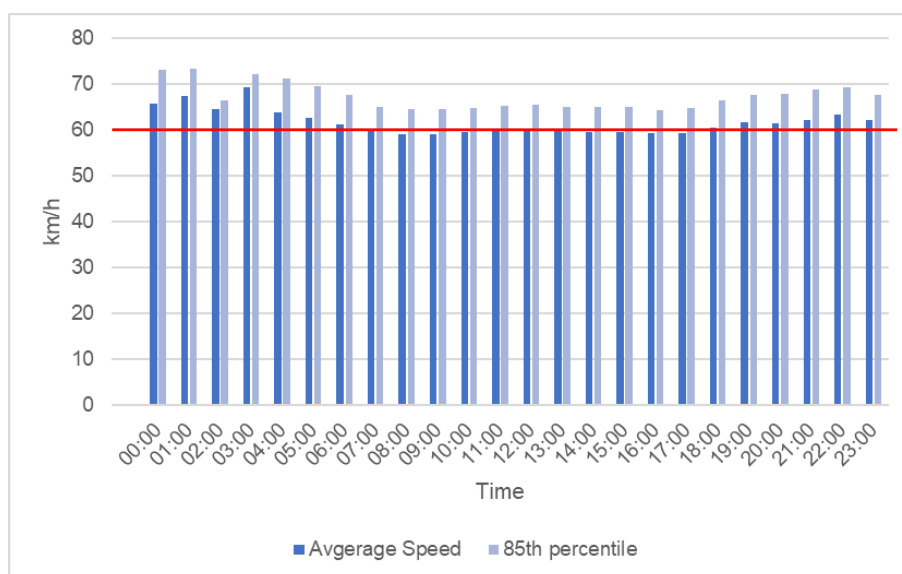


Figure 5 Speed data on Kosciuszko Road

The data in Figure 5 indicates that

- On average, vehicles typically travel at 61.8 km/h.
- Between 7:00 am – 7:00 pm on average vehicles travel beneath the speed limit
- The average speeds are lowest during peak periods of college activity (8:00 am - 9:00 am and 2:00 pm – 4:00 pm).
- Over the course of a 24 hour period, the 85<sup>th</sup> percentile speed exceeds the designated speed limit on Kosciuszko Road by 2.3 km/h – 13.4 km/h.
- The highest vehicle speeds on Kosciuszko Road occur between 10:00 pm – 5:00 am.

The traffic survey outputs are included in Appendix A.

## 2.5 Crash data

A review of crash data provided from the Transport for NSW Centre for Road Safety website has been undertaken. The review is based on five years (2015-2019) for roads within the vicinity of the subject site.

<sup>1</sup> As detailed in Table 4.5 of the TfNSW Guide to Traffic Generating Developments (2002)

The available data indicates that there has been one crash on Kosciuszko Road, consisting of a head-on crash between two vehicles in 2018, which resulted in two serious injuries (refer to Figure 6).

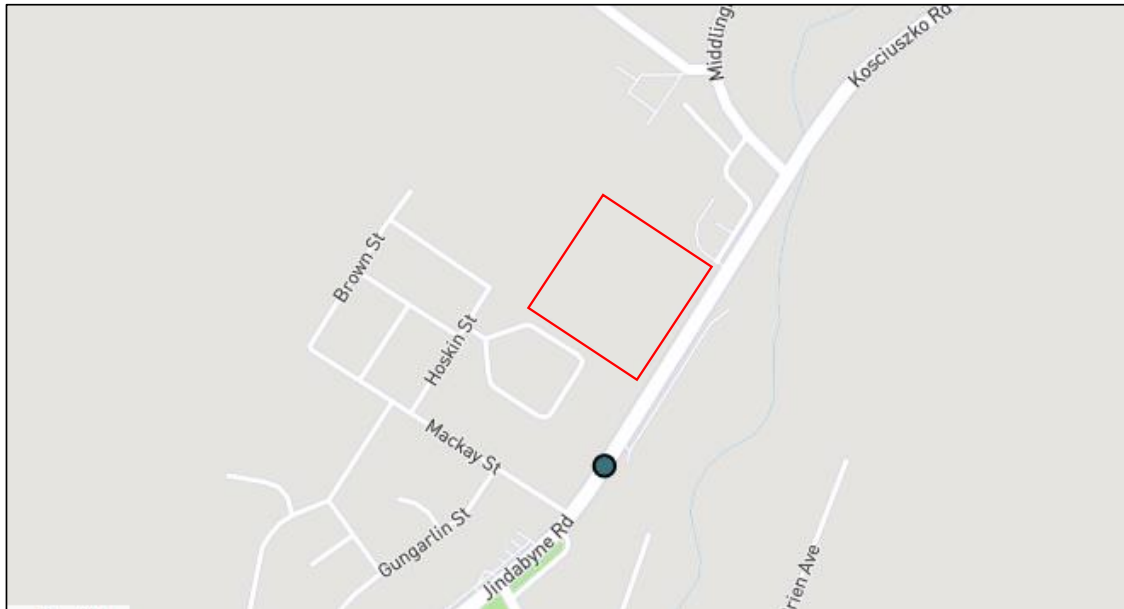


Figure 6 Crash location

Source: Transport for NSW Centre for Road Safety

### 3. Traffic impact assessment

#### 3.1 Overview

The Berridale Residential Subdivision will provide 38 low density residential lots, as displayed in Figure 7.

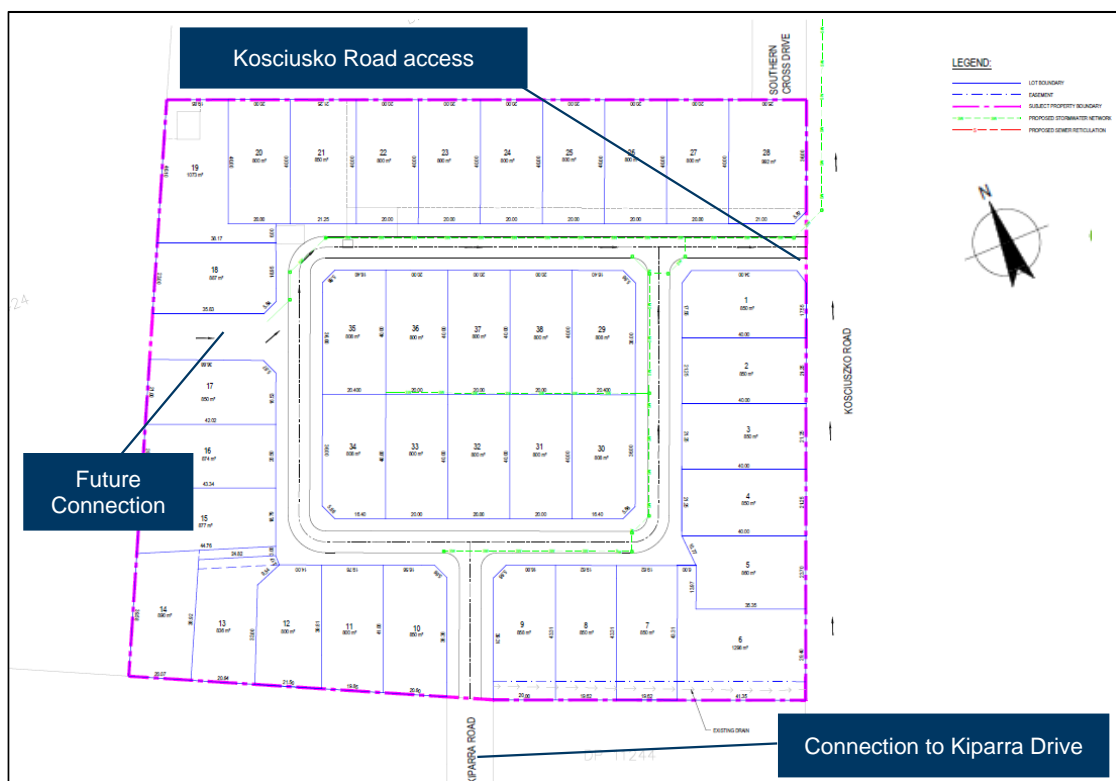


Figure 7 Proposed subdivision

#### 3.2 Trip generation

The TfNSW Technical Direction TDT 2013/04a Guide to Traffic Generating Developments Updated traffic surveys specifies the following trip generation rates for rural low density dwellings:

- AM peak hour, average rate of 0.71 tips per dwelling and a maximum rate of 0.85 trips per dwelling.
- PM peak hour, average rate of 0.78 tips per dwelling and a maximum rate of 0.91 trips per dwelling.

Using the maximum rates to provide a robust assessment, the subdivision is expected to generate:

- 32 trips in the AM peak hour
- 35 trips in the PM peak hour

These trip volumes generated are considered minor, with less than one additional vehicle per minute on the surrounding road network. As outline in section 2.4, there is sufficient capacity within the road network on Kosciuszko Road to cater for such minor increases and such traffic volume is expected to be within typical daily fluctuations of traffic volumes on Kosciuszko Road.

### 3.3 Access arrangements

Access to the proposed subdivision will be provided to from a local road that will intersect Kosciuszko Road at a priority controlled intersection. Kosciuszko Road is straight and flat at the proposed access intersection location, and will provide good visibility to vehicles accessing/egressing the proposed subdivision.

Additionally, a local road connection will be provided from the subdivision on Kiparra Drive, through to the established residential area to the southwest.

The establishment of this local road connection will provide an alternative access/egress to and from Kosciuszko Road, compared to the current arrangement (via Hoskins Street and Mackay Street).

For the purposes of analysis, it has been assumed that all the existing lots facing Kiparra Drive and north of Cecil Street will utilise the proposed access/egress from Kosciuszko Road, as displayed in Figure 8.



Figure 8 Residential lots expected to use new access/egress road onto Kosciuszko Road

For the purposes of analysis, as displayed in Figure 8, it has been assumed that up 62 lots south of the proposed subdivision will utilise the new access road onto Kosciuszko Road.

Utilising the TfNSW trip rates, these lots are expected to generate:

- 52 trips in the AM peak hour
- 57 trips in the PM peak hour

It has been assumed that:

- 100 percent of northbound trips will utilise the new road
- 50 percent of southbound trips will utilise the new road, with the remaining 50 percent utilising Mackay Street

For the purposes of analysis, it has been assumed that all residential trips will be:

- 80 percent outbound and 20 percent inbound in the AM peak hour.

- 80 percent inbound and 20 percent outbound in the PM peak hour.

There is also an allowance of a future connection in the event of additional subdivision expansion along the - western boundary (refer to Figure 1 and Figure 7). No allowance has been made for trip generation in relation to potential future subdivision expansion along the western boundary, as such extent is not defined at this time.

### 3.4 Trip distribution

The trip distribution for vehicles accessing/egressing the subdivision has been based on the outputs of the tube counts. The tube count data indicates that traffic volumes on Kosciusko Road are “tidal”, predominantly northbound in the AM peak hour and southbound in the PM peak hour.

For the purposes of analysis, it has been assumed that in peak periods:

- 60 percent of trips will access/egress the subdivision to/from the north.
- 40 percent of trips will access/egress the subdivision to/from the south.

The trips associated with the subdivision and the residences displayed in Figure 8 at the intersection of the proposed subdivision access road and Kosciusko Road, are displayed in Figure 9.

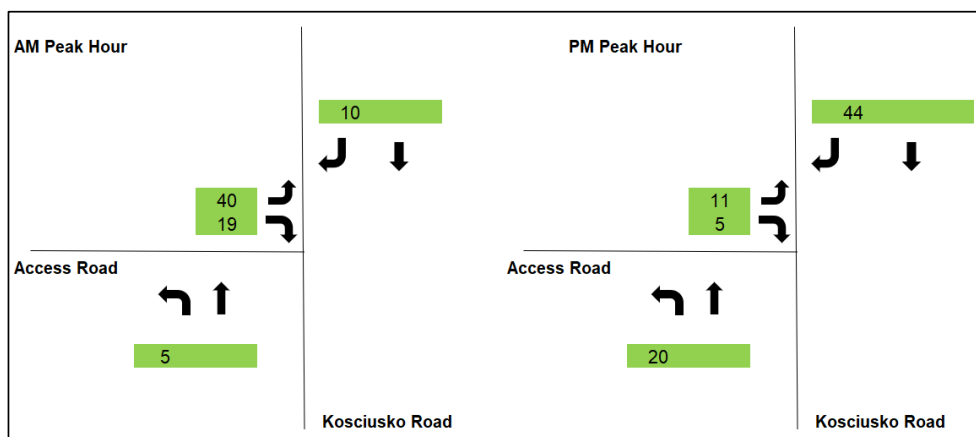


Figure 9 Traffic volumes at the subdivision access road

### 3.5 Traffic volumes

An annual growth rate of two percent <sup>2</sup>has been applied to the tube count data to determine the expected 2031 traffic volumes, (accounting for a ten-year horizon) along Kosciusko Road.

The expected 2031 background traffic volumes on the Kosciusko Road and the trips associated with the proposed subdivision and adjoining residential area are displayed in Figure 10, based on the assumptions adopted.

<sup>2</sup> A two percent growth rate is consistent with the data in the Jindabyne Special Activation Precinct Report

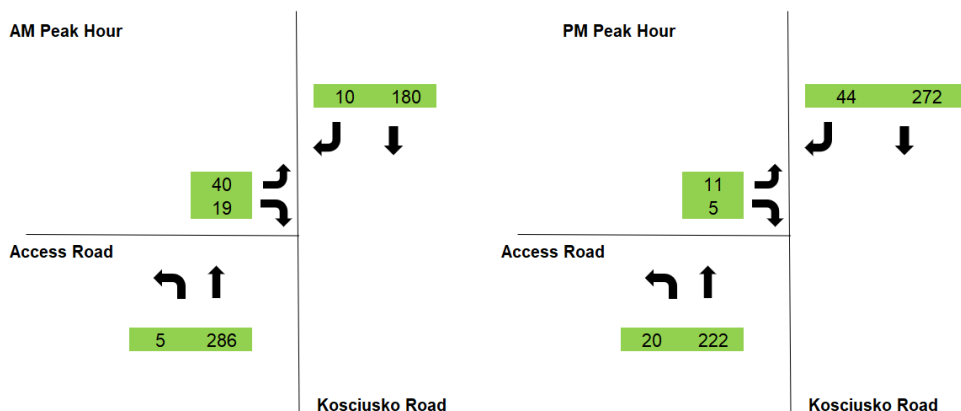


Figure 10 2031 Road network traffic volumes

### 3.6 Intersection treatment assessment

The Austroads *Guide to Traffic Management Part 6 Intersection, Interchanges and Crossings Management* includes warrants for the provision of basic, auxiliary and channelised lanes at priority controlled intersections.

These warrants are reviewed against the calculation of  $Q_M$ , being the associated through traffic volume in the peak hour. For the left turn into the subdivision,  $Q_M$  is the northbound through traffic volume ( $Q_{T2}$ ). For the right turn into the subdivision,  $Q_M$  is the combined southbound and northbound through traffic plus the left turn volumes from the north for the peak hour ( $Q_{T1} + Q_{T2} + Q_L$ ), as detailed in Figure 11.

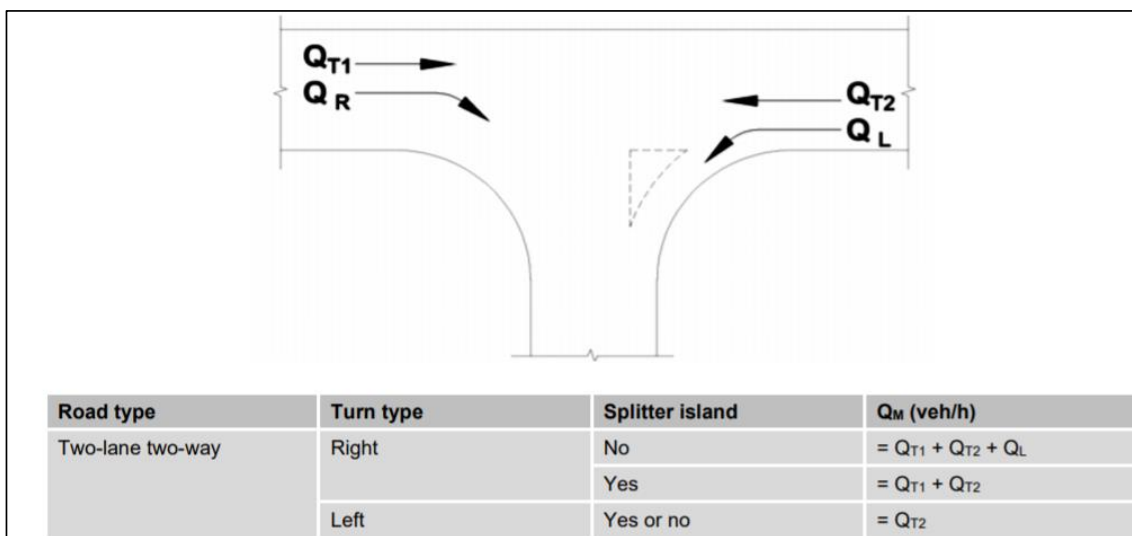


Figure 11 Major traffic flow specification

Source: *Austroads Guide to Traffic Management Part 6 Intersection, Interchanges and Crossings Management*

The relative “Q” values for the subdivision access road intersection, based on the expected 2031 horizon year traffic volumes displayed in Figure 10, are detailed in Table 3.

Table 3 Traffic volumes for intersection treatment warrants

Direction	Total ( $Q_M$ )	Turning ( $Q_L$ or $Q_R$ )
Left Turn (AM)	286	5
Left Turn (PM)	222	20
Right Turn (AM)	470	10
Right Turn (PM)	515	44

The recommended intersection treatment based on the warrant assessment outlined in Austroads *Guide to Traffic Management Part 6 Intersection, Interchanges and Crossings Management* and the expected 2031 horizon year traffic volumes are displayed in Figure 12 for the AM peak hour and Figure 13 for the PM peak hour for operational speed of up to 70 km/h.

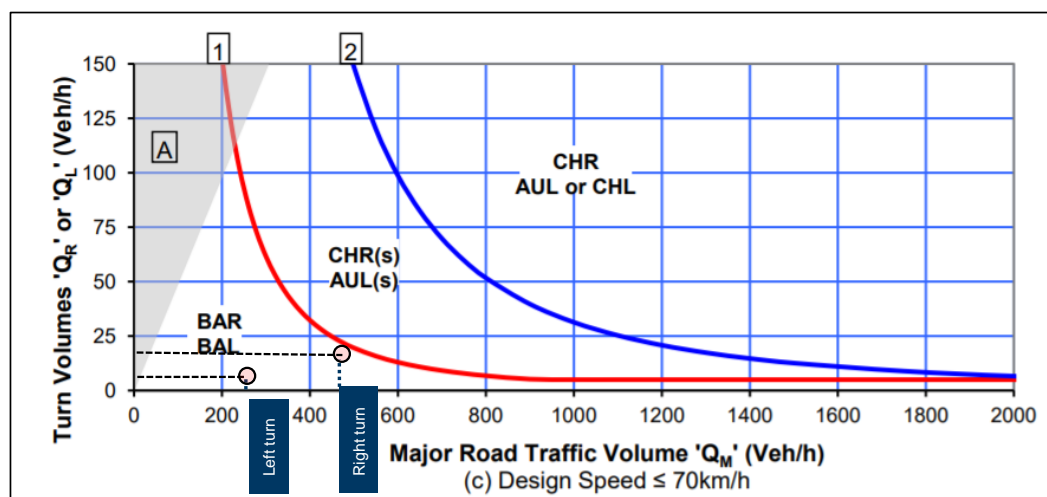


Figure 12 AM peak hour assessment

Source: Austroads *Guide to Traffic Management Part 6 Intersection, Interchanges and Crossings Management* Modified by GHD

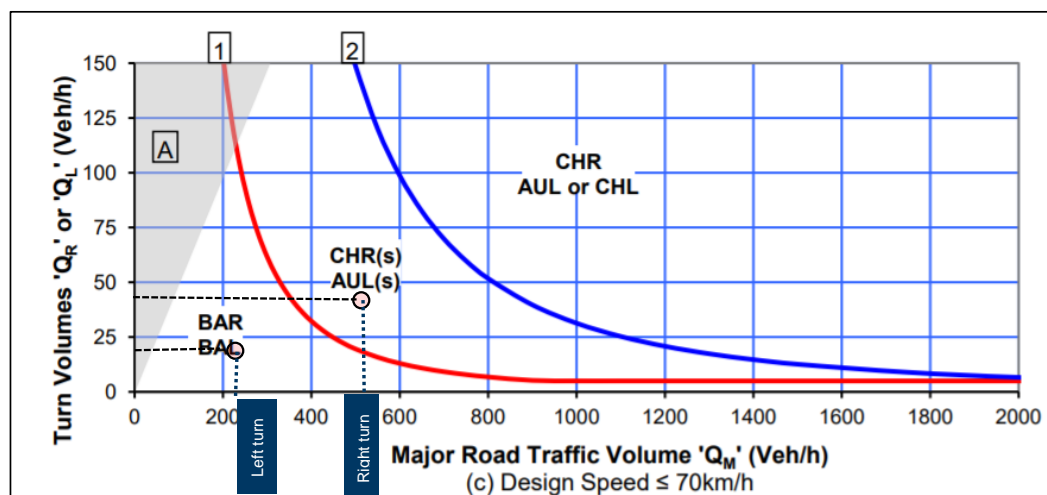


Figure 13 PM peak hour assessment

Source: Austroads *Guide to Traffic Management Part 6 Intersection, Interchanges and Crossings Management* Modified by GHD

In accordance with the expected 2031 traffic volumes, the Austroads warrants indicate that:

- Based on the AM peak hour traffic volumes a basic rural left turn lane (BAL) and a basic rural right turn lane (BAR) may be appropriate for Kosciusko Road at its intersection with the subdivision access road.
- Based on the PM peak hour traffic volumes a basic rural left turn lane (BAL) and a rural channelised rural right turn lane (CHR) may be appropriate for the Kosciusko Road at its intersection with the subdivision access road.

A CHR provides a separate short lane for right turning vehicles, with travel lanes separated by raised, depressed or painted medians (refer to Figure 14).

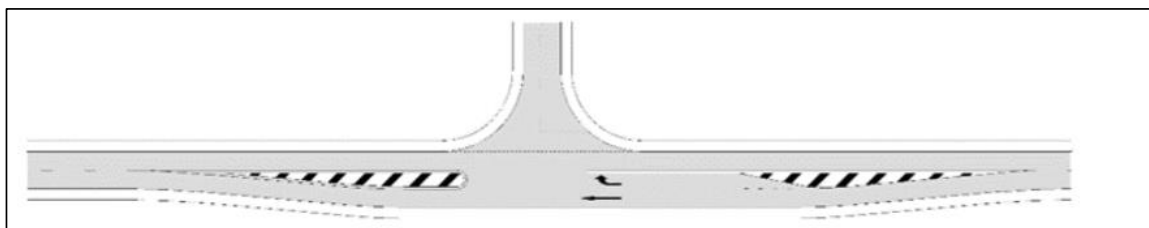


Figure 14 Rural CHR treatment

Source: Austroads Guide to Traffic Management Part 6 Intersection, Interchanges and Crossings Management

A review of the current treatments within Berridale at intersections on Kosciusko Road indicates that none provide auxiliary or channelised turning lanes. The available crash data does not indicate that Kosciuszko Road within Berridale operates in an unsafe manner.

A BAR treatment features a widened shoulder on the major road that allows through vehicles, having slowed to pass to the left of turning vehicles within shoulder if desired. An example of a BAR treatment of a two-lane/two-way major road is displayed in Figure 15.

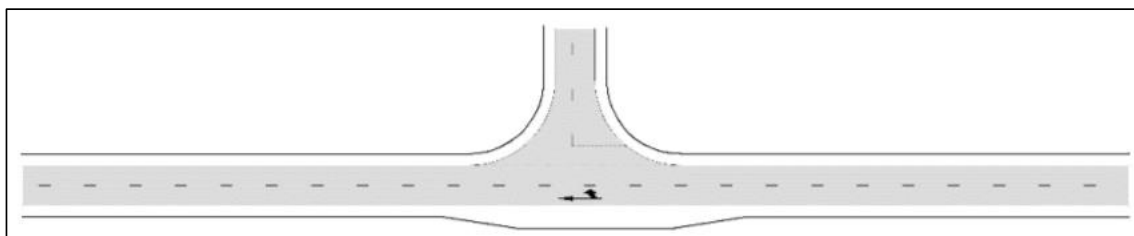


Figure 15 Rural BAR Treatment

Source: Austroads Guide to Traffic Management Part 6 Intersection, Interchanges and Crossings Management

A BAL treatment has a widened shoulder, which assists turning vehicles to move further of a carriageway, making it easier for through vehicles to pass. An example of a BAL treatment of a two-lane/two-way major road is displayed in Figure 16.

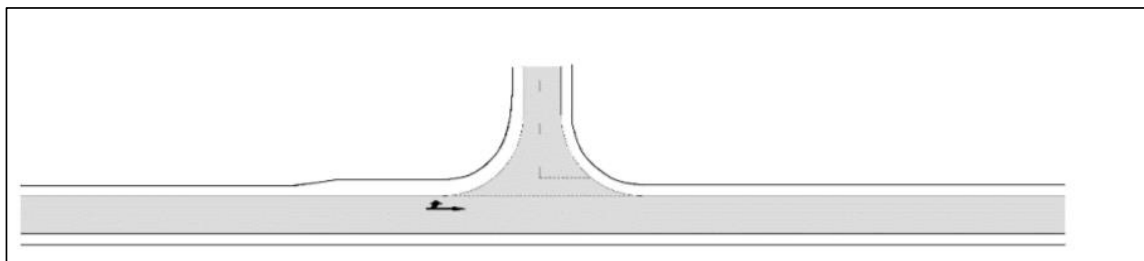


Figure 16 Rural BAL treatment

Source: Austroads Guide to Traffic Management Part 6 Intersection, Interchanges and Crossings Management



Relatively minor widening of Kosciuszko Road at the intersection would support the provision of a BAL and BAR treatments.

While strict compliance with the warrants suggests a CHR may be appropriate, in view of the current intersection configurations on Kosciuszko Road, the good sight distance on Kosciuszko Road and the low trip generation characteristics of the proposed subdivision, it is considered that BAR and BAL treatments would be appropriate for the intersection of the access road to the proposed subdivision.

## 4. Summary and conclusion

GHD has been commissioned by Ausland Developments Pty Ltd to undertake a Traffic Assessment to support the development application for the proposed Berridale Residential Subdivision.

The subdivision is proposed to provide 38 low density residential lots.

Using the maximum rates to provide a robust assessment, the subdivision is expected to generate:

- 32 trips in the AM peak hour
- 35 trips in the PM peak hour

These trip volumes generated are considered minor with less than one additional vehicle per minute on the surrounding road network there is sufficient capacity within the road network on Kosciuszko Road to cater for such minor increase and such traffic volumes are expected to be within typical daily fluctuations of traffic volumes on Kosciuszko Road.

GHD commissioned Trans Traffic Data Pty Ltd to undertake automatic tube counts on Kosciuszko Road at the frontage to the subdivision for a week long period between 2<sup>nd</sup> August 2021 and 9<sup>th</sup> August 2021.

Access to the proposed subdivision will be provided to from a local road that will intersect Kosciuszko Road at a priority controlled intersection.

Additionally, a local road connection will be provided from the subdivision on Kiparra Drive, through to the established residential area to the southwest, with a future allowance of subdivision expansion with a designated road reserve at the western boundary.


A review of the expected 2031 horizon year traffic volumes and warrants included in the Austroads *Guide to Traffic Management Part 6 Intersection, Interchanges and Crossings Management*, indicate that channelised right turn (CHR) and basic left turn (BAL) treatment may be appropriate on Kosciuszko Road at the intersection with the access road.

While strict compliance with the warrants suggests a CHR may be appropriate, in view of the current intersection configurations on Kosciuszko Road, the good sight distance on Kosciuszko Road and the low trip generation characteristics of the proposed subdivision, it is considered that BAR and BAL treatments would be appropriate for the intersection of the access road to the proposed subdivision.

# Appendix A

## Traffic Survey Data

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site [Back to Site Summary Page](#)

Direction

Day

Hour Start	Total Vehicles	Average Speed	85th percentile	Modal Speed	Minimum Speed	Maximum Speed	Standard Deviation
00:00	8	65.8	72.4	67	43.2	95.8	6.8
01:00	7	68.9	75.0	66	52.6	93.9	7.4
02:00	3	67.2	69.3	68	48.6	97.0	2.7
03:00	3	69.5	72.3	70	52.9	87.6	3.0
04:00	11	64.0	70.8	64	37.4	89.6	6.5
05:00	41	63.0	69.6	62	34.9	88.7	6.9
06:00	135	61.1	67.0	60	37.4	87.5	6.4
07:00	344	59.8	64.9	59	31.5	89.6	5.8
08:00	394	59.3	64.5	58	27.9	88.0	5.7
09:00	330	59.2	64.6	58	18.8	86.5	5.9
10:00	352	59.4	64.7	59	17.9	89.8	6.2
11:00	314	59.6	65.0	59	20.9	86.0	6.2
12:00	281	60.0	65.6	59	29.6	85.4	6.2
13:00	303	59.7	65.1	59	26.7	88.0	6.1
14:00	359	59.6	65.1	59	29.8	90.1	6.1
15:00	405	59.8	65.1	58	26.0	88.5	5.9
16:00	467	59.4	64.4	58	16.6	86.3	5.6
17:00	450	59.5	64.8	58	26.3	88.7	6.1
18:00	237	60.6	66.8	59	35.7	89.8	6.9
19:00	134	61.5	67.4	60	39.8	86.5	7.0
20:00	89	61.5	67.4	61	40.6	90.0	6.6
21:00	53	61.9	68.2	60	38.3	86.5	6.5
22:00	36	62.6	68.3	61	41.6	86.0	6.1
23:00	16	61.7	66.5	60	33.2	90.0	5.1
<b>Summary</b>	<b>4772</b>	<b>61.9</b>	<b>67.3</b>	<b>61</b>	<b>16.6</b>	<b>97.0</b>	<b>6.0</b>

AUTOMATIC COUNTER SUMMARY AND DATA SHEET



Site Jindabyne Rd

Direction  ▼

[Back to Site Summary Page](#)

Day Date	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	7 days		Weekday		Weekend	
	8/2/2021	8/3/2021	8/4/2021	8/5/2021	8/6/2021	8/7/2021	8/8/2021	Total	Average	Total	Average	Total	Average
AM Peak	08:00	08:00	08:00	08:00	08:00	10:00	11:00	N/A	08:00	N/A	08:00	N/A	10:00
PM Peak	16:00	14:00	16:00	17:00	16:00	17:00	16:00	N/A	16:00	N/A	16:00	N/A	16:00
00:00	5	9	9	10	11	9	9	62	9	44	9	18	9
01:00	2	8	12	5	10	12	5	54	8	37	7	17	9
02:00	0	4	3	5	8	4	3	27	4	20	4	7	4
03:00	4	3	4	3	3	2	5	24	3	17	3	7	4
04:00	12	15	14	8	10	8	6	73	10	59	12	14	7
05:00	47	43	41	39	47	42	29	288	41	217	43	71	36
06:00	123	105	131	130	147	150	178	964	138	636	127	328	164
07:00	305	294	303	287	366	424	437	2416	345	1555	311	861	431
08:00	344	353	351	393	499	422	395	2757	394	1940	388	817	409
09:00	277	285	293	265	414	382	415	2331	333	1534	307	797	399
10:00	298	294	283	278	436	427	453	2469	353	1589	318	880	440
11:00	259	254	245	247	336	385	471	2197	314	1341	268	856	428
12:00	295	238	240	216	306	314	363	1972	282	1295	259	677	339
13:00	269	246	251	263	329	319	452	2129	304	1358	272	771	386
14:00	286	344	275	321	359	374	564	2523	360	1585	317	938	469
15:00	359	291	318	337	475	388	673	2841	406	1780	356	1061	531
16:00	383	330	386	406	558	425	791	3279	468	2063	413	1216	608
17:00	366	339	320	413	531	481	702	3152	450	1969	394	1183	592
18:00	161	188	178	215	359	253	318	1672	239	1101	220	571	286
19:00	86	88	108	150	273	121	127	953	136	705	141	248	124
20:00	48	72	63	100	214	62	62	621	89	497	99	124	62
21:00	31	27	46	75	140	38	23	380	54	319	64	61	31
22:00	20	31	37	58	65	27	18	256	37	211	42	45	23
23:00	14	9	12	27	29	12	15	118	17	91	18	27	14
<b>Total</b>	<b>3994</b>	<b>3870</b>	<b>3923</b>	<b>4251</b>	<b>5925</b>	<b>5081</b>	<b>6514</b>	<b>33558</b>	<b>4794</b>	<b>21963</b>	<b>4392</b>	<b>11595</b>	<b>5805</b>
<b>% Heavy</b>	<b>12.49%</b>	<b>12.38%</b>	<b>12.82%</b>	<b>11.10%</b>	<b>11.49%</b>	<b>7.83%</b>	<b>7.23%</b>	<b>10.44%</b>		<b>11.99%</b>		<b>7.49%</b>	



[ghd.com](http://ghd.com)

→ The Power of Commitment



Our ref: SWT21/00173  
Contact: Rachel Carocci 02 9983 2093  
Your ref: DA10.2021.382.1

24 December 2021

Sarah Brown  
Snowy Monaro Regional Council  
BY EMAIL: sarah.brown@snowymonaro.nsw.gov.au; council@snowymonaro.nsw.gov.au

**DEVELOPMENT APPLICATION DA10.2021.382.1 – PROPOSED 38 LOT RESIDENTIAL SUBDIVISION  
LOT 1 DP 934420, JINDABYNE ROAD, BERRIDALE.**

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Transport for NSW refers to your correspondence dated 29 November 2021 regarding the subject development application.

From the information provided it is understood the development proposal is for the subdivision of the subject site to create 38 allotments intended for residential purposes and new internal roads with connection to adjoining existing and proposed residential subdivisions and a new intersection to Kosciuszko Road.

TfNSW has completed an assessment of the development, based on the information provided and focussing on the impact to the State road network. For this development, the key state road is Kosciuszko Road (Jindabyne Road).

TfNSW notes the following:

- The application is supported by a Statement of Environmental Effects (SEE) dated Sept 2021 prepared by Snowy Passive Co. and a Traffic Impact Assessment (TIA) dated Oct 2021 prepared by GHD;
- the proposed subdivision layout, as per Attachment 2, includes vehicular access from the existing and proposed local road network and from Kosciuszko Road. Potential access to the land to the north of the subject or to Southern Cross Drive are not acknowledged;
- The development proposes a new access to Kosciuszko Road, however the submitted documentation does not address the provisions of clause 101 of SEPP (Infrastructure) or provide justification for this new intersection as “practicable” access is available from the local road network;
- The submitted documentation notes that the proposed subdivision will generate additional traffic. The TIA acknowledges that traffic from the existing subdivision to the south will use the proposed access to Kosciuszko Road but does not address the approved subdivisions directly to the west of the subject site. The impact of this traffic needs to be considered and adequately mitigated;
- Notwithstanding the above the TIA notes the warrants for the required treatment of the intersection as being a Channelised Right Turn (CHR) and Basic Left Turn (BAL) intersection treatment but proposes the construction of a lesser treatment;
- Should a new intersection with Kosciuszko Road be warranted the submitted documentation does not provide sufficient detail to demonstrate that the required intersection treatment and ancillary drainage network can be constructed without impact on surrounding constraints, such as nearby intersections. To allow for an assessment of the intersection and its constructability a strategic design of the proposed new road and required intersection treatment within the road reserve of Kosciuszko Road is required to be submitted;

- TfNSW notes there is a heritage listed Hawthorn hedge that extends along both sides of Kosciuszko Road across the frontage of the development site, which will restrict the location of the proposed site access and construction of any access treatment.

Based on the above the application does not provide sufficient information to allow for an informed assessment of the proposed development. As a minimum TfNSW requires the matters outlined in Attachment 1 to be addressed.

If you have any questions, please contact Rachel Carocci on 02 9983 2093 or Maurice Morgan 02 6926 6611.

Please ensure that any further email correspondence is sent to [development.south@transport.nsw.gov.au](mailto:development.south@transport.nsw.gov.au).

Yours faithfully



Maurice Morgan  
Team Leader, Development Services South



**Attachment 1**

TfNSW has reviewed the information provided and requires the following matters to be addressed.

1. TfNSW notes the Traffic Assessment Report (25 October 2021) maintains a BAR/BAL access treatment would be sufficient to service the proposed subdivision. Noting the lots south of the proposed subdivision likely to utilise the new access road on Kosciuszko Road, and the potential future subdivision expansion along the western boundary, as well as the access treatment determined based on the warrants for BA, AU and CH Turn Treatments outlined in AUSTRROADS Guide to Road Design – Part 4; TfNSW believes the appropriate treatment for this development is a basic rural left turn lane (BAL) along with a rural channelised rural right turn lane (CHR). This needs to be considered and appropriately addressed.
2. TfNSW understands there is heritage listed hedge planted along both sides of Kosciuszko Road across the frontage of the development site. Given these limitations, TfNSW requires the applicant to demonstrate how any proposed access treatment would be constructed within the road reserve and minimising the impact to the hedge. TfNSW believes that the applicant should engage in conversation with Council in relation to this.
3. Noting the limitations mentioned above, TfNSW believes the applicant should consider preserving the functionality of Kosciuszko Road by investigating alternative access arrangements and locations to the proposed subdivision. This needs to be considered and appropriately addressed.
4. A strategic design for any intersection treatment needs to be prepared to clarify the scope of works, demonstrate a compliant design can be constructed within the road reserve and allow the consent authority to consider any environmental impacts of the works as part of their Part 4 assessment. These impacts include traffic and road safety impacts as well as other impacts such noise, flora and fauna, heritage and impact to community.
5. Subject to consideration of the above should a new intersection with Kosciuszko Road remain a part of the application, a Strategic Design is required to be submitted for the required intersection treatment (as per Austroads Guide to Traffic Management) to allow for an informed assessment of the works and allow the consent authority to consider any environmental impacts of the works. The strategic design shall be prepared by a suitably qualified person (i.e. civil design engineer) and be prepared for the design speed (posted speed +10km/h) as per Austroads Guide to Road Design for the adopted design vehicle (to be detailed) and be accompanied by a brief design report which details the criteria used, assumptions made and justification for any departures from standard.

The strategic (concept) design must provide sufficient detail to demonstrate an Austroads compliant design for the proposed intersection treatment for the adopted design vehicle can be constructed within the road reserve. The level of detail will be dependent on the nature of the works, the topography and the width of the road reserve. The plan shall comply with, but not necessarily be limited to, the following:

- a) drawn to scale, dimensioned and overlaid on a recent aerial photo;
- b) identify legal property boundaries including the existing road reserve boundaries;
- c) existing occupation within the road reserve, eg fences, vegetation, road formations, etc that are to be removed and retained
- d) identify existing and proposed road access points to the development site and adjoining/opposing allotments;
- e) provide existing and proposed lane configurations (width and length) on the carriageway at a number of locations along the length of the works;
- f) existing and proposed levels and provide typical road cross sections of the proposed intersections and approaches lanes,
- g) swept path analysis in accordance with Austroads turning templates for the adopted design vehicle,
- h) concept drainage details (for any changes required), etc.

Note that TfNSW recommends the developer first seeking acceptance of a new intersection to Kosciuszko Road before progressing to strategic design.



## Pre-Lodgement Application Form

Portal Application number:  
PAN-170966

## Applicant contact details

Title	Mrs
First given name	Madia
Other given name/s	
Family name	Downes
Contact number	
Email	
Address	
Application on behalf of a company, business or body corporate	Yes
Company, business or body corporate name	AUSLAND DEVELOPMENTS PTY LTD
ABN / ACN	22 081 988 598
Is the nominated company the applicant for this application?	Yes

## Owner/s of the development site

Owner/s of the development site	A company, business, government entity or other similar body owns the development site
Owner #	1
Company, business or body corporate name	AUSLAND DEVELOPMENTS PTY LTD
ABN / ACN	22 081 988 598

I declare that I have shown this document, including all attached drawings, to the owner(s) of the land, and that I have obtained their consent to submit this application. - Yes

Note: It is an offence under Section 10.6 of the Environmental Planning and Assessment Act 1979 to provide false or misleading information in relation to this application.

## Developer details

ABN	22 081 988 598
ACN	081 988 598
Name	AUSLAND DEVELOPMENTS PTY LTD
Trading name	
Address	PO BOX 162 JINDABYNE NSW 2627
Email Address	pmarshall@abmarshall.com.au

## Development details

Application type	Development Application
Site address #	1
Street address	10 JINDABYNE ROAD BERRIDALE 2628
Local government area	SNOWY MONARO REGIONAL
Lot / Section Number / Plan	1/-/DP932240 <input checked="" type="checkbox"/>

Primary address?	Yes
Planning controls affecting property	<p>Land Application LEP</p> <p>Land Zoning</p> <p>Height of Building</p> <p>Floor Space Ratio (n:1)</p> <p>Minimum Lot Size</p> <p>Heritage</p> <p>Land Reservation Acquisition</p> <p>Foreshore Building Line</p> <p>1.5 m Buffer around Classified Roads</p> <p>Land near Electrical Infrastructure</p>

**Proposed development**

Proposed type of development	Subdivision of land
Description of development	The proposed development comprises of a 38 lot Torrens Title Subdivision and associated site works . The subdivision is of Lot 1 DP 932240. The proposed lots range in area from 800 to 1926 square meters. Civil works associated with the development will include : Drainage and sewerage; adjustments/augmentation of existing services; Minor earthworks ; construction of a new loop road and links to the south-east onto Kosciusko Road, South west onto Kiparra Drive and a future subdivision to the North
<b>Dwelling count details</b>	
Number of dwellings / units proposed	38
Number of storeys proposed	
Number of pre-existing dwellings on site	1
Number of dwellings to be demolished	1
Number of existing floor area	
Number of existing site area	
<b>Cost of development</b>	
Estimated cost of work / development (including GST)	\$1,776,205.77
Do you have one or more BASIX certificates?	No
<b>Subdivision</b>	
Number of existing lots	1
Is subdivison proposed?	Yes
Type of subdivision proposed	Torrens Title
Number of proposed lots	38
<b>Proposed operating details</b>	
Number of staff/employees on the site	
Number of parking spaces	
Number of loading bays	

Is a new road proposed?	Yes
Description of the proposed roadworks	Construction of a new loop road and links to the south-east onto Kosciuszko Road, South west onto Kiparra Drive and a future subdivision to the North
Concept development	
Is the development to be staged?	No, this application is not for concept or staged development.
Crown development	
Is this a proposed Crown development?	No

**Related planning information**

Is the application for integrated development?	Yes
Acts under which licences or approvals are required	Roads Act 1993
Is your proposal categorised as designated development?	No
Is your proposal likely to significantly impact on threatened species, populations, ecological communities or their habitats, or is it located on land identified as critical habitat?	No
Does the application propose a variation to a development standard in an environmental planning instrument (eg LEP or SEPP)?	No
Is the application accompanied by a voluntary planning agreement (VPA) ?	No
<b>Section 68 of the Local Government Act</b>	
Is approval under s68 of the Local Government Act 1993 required?	Yes
Have you already applied for approval under s68 of the Local Government Act?	No
Would you like to apply for approval under s68 of the Local Government Act?	Yes
<b>10.7 Certificate</b>	
Have you already obtained a 10.7 certificate?	No
<b>Tree works</b>	
Is tree removal and/or pruning work proposed?	Yes
Please provide a description of the proposed tree removal and/or pruning work	tree removal of existing trees to allow for the construction of the linking loop road and intersection with Kosciuszko Road
Number of trees to be impacted by the proposed work	
Land area to be impacted by the proposed work	300
Units	Square metres
Approximate area of canopy REQUESTED to be removed	300
Units	Square metres
<b>Local heritage</b>	
Does the development site include an item of environmental heritage or sit within a heritage conservation area.	No
Are works proposed to any heritage listed buildings?	
Is heritage tree removal proposed?	No
<b>Affiliations and Pecuniary interests</b>	
Is the applicant or owner a staff member or councillor of the council assessing the application?	No

Does the applicant or owner have a relationship with any staff or councillor of the council assessing the application?	No
Political Donations	
Are you aware of any person who has financial interest in the application who has made a political donation or gift in the last two years?	No
Please provide details of each donation/gift which has been made within the last 2 years	

#### Payer details

Provide the details of the person / entity that will make the fee payment for the assessment.

The Environmental Planning and Assessment Regulation 2000 and Council's adopted fees and charges establish how to calculate the fee payable for your development application. For development that involves building or other works, the fee for your application is based on the estimated cost of the development.

If your application is for integrated development or requires concurrence from a state agency, additional fees will be required. Other charges may be payable based on the Council's adopted fees and charges. If your development needs to be advertised, the Council may charge additional advertising fees.

Once this application form is completed, it and the supporting documents will be submitted to the Council for lodgement, at which time the fees will be calculated. The Council will contact you to obtain payment. Note: When submitting documents via the NSW Planning Portal, credit card information should not be displayed on documents attached to your development application. The relevant consent authority will contact you to seek payment.

The application may be cancelled if the fees are not paid:

First name	Peter
Other given name(s)	
Family name	Marshall
Contact number	0427402103
Email address	pmarshall@abmarshall.com.au
Billing address	PO BOX 162 JINDABYNE NSW 2627

#### Application documents

The following documents support the application.

Document type	Document file name
Biodiversity Assessment Report	BosetReport.Berridale_ Signed
Civil Engineering Plan	12553558-BERRIDALE SUBDIVISION DA - DRAWINGS-23.11.2021
Cost estimate report	12553558-BERRIDALE-DA PRELIMINARY BUDGET COST ESTIMATE
Council DA Checklist	250.2016.292.1 - Form - Development Application Checklist - Subdivision_202006101408432023
Erosion and sediment control plan	12553558-C061-RA 12553558-C060-RB
Flood risk management report	12553558-MEM_Berridale Flood Assessment_Technical_Memorandum_23112021
Notification plans	12553558-C010-RB
Owner's consent	12553558-BERRIDALE DA-LETTER OF AUTHORITY
Proposed Subdivision plan	12553558-PLAN OF SUBDIVISION
Statement of environmental effects	SoEE 10 jindabyne Rd Berridale Ausland Developments Pty Ltd
Stormwater drainage plan	12553558-C030-RB
Survey plan	12553558-BERRIDALE DA-SURVEY PLAN
Traffic report	12553558 REP Traffic Assessment Rev B

#### Applicant declarations

I declare that all the information in my application and accompanying documents is , to the best of my knowledge, true and correct.	Yes
---	-----

I understand that the development application and the accompanying information will be provided to the appropriate consent authority for the purposes of the assessment and determination of this development application.	Yes
I understand that if incomplete, the consent authority may request more information, which will result in delays to the application.	Yes
I understand that the consent authority may use the information and materials provided for notification and advertising purposes, and materials provided may be made available to the public for inspection at its Offices and on its website and/or the NSW Planning Portal	Yes
I acknowledge that copies of this application and supporting documentation may be provided to interested persons in accordance with the Government Information (Public Access) 2009 (NSW) (GIPA Act) under which it may be required to release information which you provide to it.	Yes
I have read and agree to the collection and use of my personal information as outlined in the Privacy Notice	Yes
I agree to appropriately delegated assessment officers attending the site for the purpose of inspection.	Yes
I confirm that the change(s) entered is/are made with appropriate authority from the applicant(s).	