



SNOWY MONARO
REGIONAL COUNCIL

ATTACHMENTS TO REPORTS

(Under Separate Cover)

Ordinary Council Meeting

30 November 2016

**ATTACHMENTS TO REPORTS
FOR
ORDINARY COUNCIL MEETING
WEDNESDAY 30 NOVEMBER 2016**

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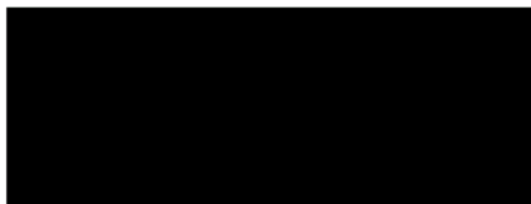
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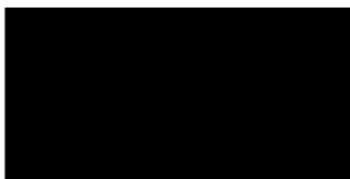


15/09/2016

The Administrator
Snowy Monaro Regional Council
81 Commissioner St
Cooma NSW 2630

I was concerned to read in the Bombala Times this week that it is proposed to change to parallel parking in Maybe St. I spoke to a local representative who explained that it is only the consultant's plan and is unlikely to be adopted. I have spoken to a number of people who agree that a change to the parking would certainly be unacceptable. The report published was poorly worded. Many of the proposed upgrades appear to be merely cosmetic. A real need in the Bombala commercial area is an amenities block to cater for the elderly and disabled, those with young children and tourists. The existing trek down a muddy laneway to the amenities at the swimming pool is unacceptable. This should be a priority in planning upgrades to the area.





10th October 2016

Submission to the Strategic Master Plan for the Bombala Commercial Centre (Therry Street).

Redevelopment of the Bombala Commercial Centre, SK02 – Bombala Strategic Master Plan

This submission asks for the Snowy Monaro Regional Council to consider an allocation of land in the proposed redevelopment of Therry St, Bombala for the purpose of an 'All Abilities Park'

The concept of an 'all abilities park' encompasses a truly inclusive play space that extends to offer accessible and safe play experiences for all ages and levels of ability with the aim of promoting independence and a sense of mastery whilst developing the individuals cognitive, physical and social growth in a natural play environment.

In my role as Family Support Worker across the Bombala Local Government Area, Coordinator of the Bombala Scallywags Special Needs Activity Group, a community member and additionally a mother of a child with disability gives me great awareness that Bombala families are currently without park / playground equipment (even a swing) that can be properly utilised by children /young people who have a physical, intellectual or sensory disability. Critical to the social, physical and emotional development of all of our young citizens are opportunities to partake in natural therapeutic and stimulating community recreational activities such as an all abilities park.

An 'all abilities park' situated within the Bombala CBD will see Bombala benefit economically. Situated half between Melbourne and Sydney, Bombala is a prime tourist stop and our CBD needs to be optimally utilised to capture the economic benefits that come with tourism. Although we have the beautiful Riverwalk, the Bombala CBD lacks the drawcard of an inviting and stimulating space where a family can take a break and encourage children to release pent up energy from travelling. Economic opportunity for our local business houses will be forthcoming if families travelling through can be encouraged to visit and spend time and money in the Bombala CBD.

The opening of a new all abilities park in Merimbula has meant many of our local families regardless of whether their children have additional needs are now travelling outside of the Bombala community to access family orientated recreational activities. Whilst they are in Merimbula, Bombala money is benefiting the Merimbula business houses.

Significant to Therry Street being the selected site for an 'all abilities park' is the existing and accessible disabled public amenities. Beneficial too is the real possibility of positive economic and social growth for the Bombala CBD. Therry Street as the site for the 'all abilities park' would complement and offer an extension to the existing recreational facilities (Bombala Swimming Pool and Gym) to create a central hub for recreational activity all within close proximity of the CBD.

Your sincerely

A solid black rectangular box used to redact the signature of the submitter.

On behalf of the families/ carers and children in Bombala area with additional needs



BOMBALA NSW 2632

The General Manager
Snowy Shire

12 October 2016

Dear General Manager

I write to you in regards to the "new and improved" street scape proposed for Bombala. The majority of the plan looks brilliant, our town could do with a facelift of sorts, however changing the parking in the main street would be an absolute disaster.

As a rate payer living in Bombala I feel it is my place to have my say, and for Council to listen and have the right to reply (I look forward to hearing your feedback).

Perhaps you've not been to Bombala on a Thursday or Friday and noticed the number of cars parked in the main street. It is often impossible to get a park on these days. The parking in the main street of Bombala at this stage I believe the most efficient way to park (much safer than nose in, and space efficient). On a rough guess, the number of parks available now amount to about 70. If the parks turn to be parallel, we would be losing at least half of these. Not living in Bombala, or having to do your shopping it will no doubt not affect you, the Administrator, or the designer/town planner at all. But it will affect the people living in our town!

I have 2 small children, being able to park close to the shops means it is much safer, and very convenient. I know this is not possible in bigger centres, but there are designated car parks in most of these (for example, Woolworths, or Coles in Cooma). If I had to park down near the river, down the alleyway between the butcher and the Globe Hotel. I'd have to contend with smokers, people drinking alcohol, more cars, a dirt track, and then the river. By the time I finally got there, my children have had to deal with drunken people, passive smoking, the threat of being hit by a car, then I have to make sure they don't make a run straight for the river!

At this stage people take their shopping to their car in the trolley (like you can in Cooma), then return it to the store. If we were all forced to trudge over 100m with our trolleys, I can assure you that people will not be doing that. What is your plan for the supermarket owners to retrieve their trolleys from down near the river (I wonder how many would end up in there!)?


Hopefully at the meeting there will be plenty of opinions on this for you to consider. I do hope they make a difference and the meeting is not simply a gesture to make the Bombala community feel included when the decision has already been made.

Regards



**Bombala & District Chamber Of Commerce Inc
SPECIAL Meeting Minutes**

Tree of Life Papercraft - 04/10/2016

Meeting called to order at 6.22pm by meeting chair 

Members Present:



Apologies:



Please find below the draft response that Chamber has put together for the Community meeting being held Thursday October 13th 2016 at 6.30pm.

Response to Scape town planning drafts for Bombala.

To Mr Dean Lynch and administrative staff, and to Bombala and District stakeholders :

On behalf of the Bombala and District Chamber of Commerce I have pleasure in responding to the town planning drafts displayed on the website, such as they are.

Costings need to be made available in order for the Chamber to further assess priorities.

The Chamber is unanimous in our view that the historic character of Maybe St is very important. It needs to be maintained, and enhanced. Maybe St needs to look visually appealing. A facelift is long overdue, to attract business and tourists.

The Scape designs have very little detail.

1. Beautification of Main Street business precinct.' The Bombala and District Chamber of Commerce unanimously places Public Amenities (public toilets with baby change facilities) at the top of the list. A must, for tourists, the elderly, young families and locals. Businesses in Bombala have always needed public amenities in the Main Street. The Chamber prefers the location beside the Stewart Lee office. The chamber would like to see designs from Scape, as to how the Amenities Block would look. (see additional visual material.) The chamber favours a heritage look that possibly incorporates wood, reflecting our history as a timber town, and also corrugated iron to suggest aspects of shearing sheds, reflecting our wool producing history. The chamber was expecting to see visual material from Scape that we could comment on, but sadly no such material has as yet been supplied.
2. The Chamber agrees in principle with the idea of a truck route that would cross the river at Maharatta Street and thereby avoid the shopping precinct in Maybe Street. The Chamber is happy with the idea of trucks only using Maybe St as a truck route when the causeway is flooded. The chamber however, for obvious reasons, wishes all other traffic to use the existing route along Maybe St, as the Monaro Highway, and therefore stop at businesses in the town. We need signage directing traffic to the town centre. Signage for trucks is obviously required at both ends of town. Log trucks from the Burton Street direction are also cause for concern.
3. The Chamber favours a Heritage theme for the Main Street... In order to give a "Wow factor" for tourists arriving in the town. Building facades require a coat of paint, and this needs to be handled professionally in terms of heritage colour choices. Plantings like those in the streetscapes of Boorowa, Cootamundra and Harden are favoured by the chamber. Lighting and paving in the lane between the Butcher shop and the Globe Hotel is unanimously approved, as it links Maybe St to Therry St, and therefore links the townscape with the river. Again, the chamber wishes to inject some imagination and wow factor into all of this, in order to reflect the personality of the town. We need to keep in mind our platypus branding and river heritage, and also our farming and timber history.
4. Implement the heritage lighting plan from some years ago (Steve Rickett will expand on this) and heritage colour scheme which needs to be professionally advised and agreed upon.
5. Parking. The Chamber is against having parallel parking, as this reduces the number of parking spaces. The Chamber acknowledges that nose-to-curb parking, as in Cooma, is tourist friendly. However the Chamber is happy with the current rear to curb parking.. We would like to get rid of the lines between spaces. The Chamber wishes to make clear that the truck redirection out of the Main Street, is inextricably related to parking orientation. Nose to curb is more possible if trucks are not using the Main St.
6. Implement the Therry St parking and landscaping option suggested in the Scape designs. The Chamber wishes to make clear the importance of parking for caravans and other recreational vehicles in this Therry Street parking precinct. The Scape design provides nothing more than a coloured area on an aerial map to comment on. What sort of

plantings are proposed, if any? The chamber favours shade trees in some spots, as the rural character needs to be maintained.

7. A platypus viewing platform in the park near the shearer's statue. The platform would extend out over the water, as in Bendigo. This would be a major drawcard for tourists. The park could be renamed Platypus Park. An all abilities playground is apparently proposed for this area. This would provide a destination for tourists, coming from the Main Street along the laneway linking the two precincts.
8. A sculpture that celebrates the Platypus, and the river in the town. We already have Platypus Country as our regional brand, and a platypus and river theme in the Maybe Street pavement. As there is money available, it is important to have a feature that puts Bombala front and centre on the tourist map, and to claim the platypus brand before someone else does. Suggested project..(see additional visual material.) We suggest that money be allocated, and go from there.
9. Detail... The Scape designs, such as they are, have very little detail, which we take to mean that suggestions from the Chamber and the public are desired for the next phase. We trust that these suggestions will be acted on quickly. The Chamber wishes to see the final plans, as the details are the important part.
10. Money... If September 2017 is our cutoff point, what is our time frame, and when will plans be approved and work commence?

Will money allocated, cover all the projects.?

We are agreed that the Main Streetscape project is the number one priority.

But we need the truck route to go ahead to make it all work.

Costings are fundamental.

Any money spent should be on critical infrastructure that is low maintenance and will have a cash return for future generations.

██████████ will then present drawings and plans of his ideas.

Meeting Closed: 7.45pm.

The Streetscape Meeting is Thursday October 13th 6.30pm at the HACC Centre. All Chamber members are urged to attend.

Our next Chamber of Commerce meeting is Tuesday November 8th 2016. 6pm at 'Tree of Life Papercraft'.

Mr. Dean Lynch,

20th October, 2016.

Snowy Monaro Regional Council,

Cooma.

Dear Mr. Lynch,

Re the town meeting in Bombala on the 13th October 2016.

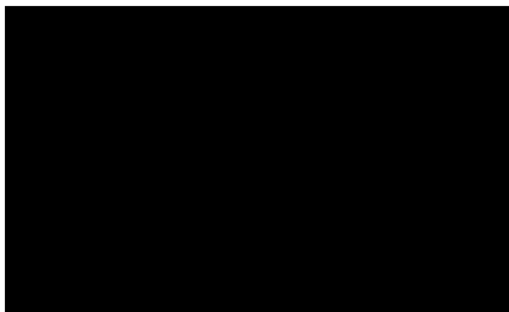
Whilst I will agree that a lot of the suggestions were deserving of merit I am afraid that some of them, to me at least, were ridiculous.

1. Parking area for trucks at the end of Young St. I feel that a better area for this would be on the other side of the river down from the skate park. Young St. is zoned residential except for the workshop of D & M Automotive Repairs. Why anyone would consider putting a truck parking area in a residential street is beyond me. If the business owners are wanting the operators of said trucks to frequent their stores it would be closer to the CBD from across the river than from Young St.
2. Parking in the main street. Parallel parking would be ridiculous as nothing would be gained from this except less parking. As for amending the parking to nose in, there is an expression that comes to mind, "if it ain't broke why fix it". It is easier to drive out frontwards than to reverse out. Personally I find that parking in Cooma and other towns that have nose in parking is fraught with danger, especially if you have a four wheel drive on either side of you, it is impossible to see until you are nearly onto the road.
3. Toilets in main street. This is a great idea if it can be implemented. Why not use one of the vacant shops for this purpose.
4. One member of the public present at the meeting voiced the opinion that the side streets aren't being utilized for parking. Could this be that the majority of our population is getting older and find it difficult to walk the distance especially with bags of groceries.

5. Parking for shop employees. Just a suggestion, but why can't the Council depot be moved out to the industrial area and that land made available for parking for business employees.
6. I don't know if you realize it or even know, that a lot of trucking businesses in our area had to purchase land out of town to set up their depots, council policy at the time, and now the same people are suggesting a truck parking area in town. A lot of people had to spend a lot of money to do this and it could be seen to be not fair on those businesses, some of whom are now in a lot of debt.
7. I feel that we have to be careful with the money allocated to us by the state government and not waste it just so it can be spent. Eg. Platypus statues, which would be nice I admit, but there are other more important issues in this town. Fixing up our town water supply for one, moving sewerage treatment plant, somedays it is so bad, the smell, that the schools have to keep their windows closed. Why in this day and age do we have to put up with this.

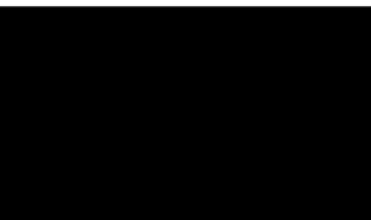
Thank you for your time in perusing my opinions

Regards



EMAIL SUBMISSIONS – Bombala

[REDACTED]
Sent: Thursday, 15 September 2016 3:14 PM
To: records
Subject: Bombala Draft Plans Feedback. ATTN: General Manager.
Importance: High



Attention: GENERAL MANAGER

SK01 – SK07

I have recently gone through the draft plans for the Bombala Commercial Centre. I think that it is great some of the ideas you have put forward and I thoroughly support the following:

- Heavy vehicle diversion – I think the overpass would be a much better option as diverting the trucks through the residential areas will not be popular with our locals. I think it is really important to get the trucks out of the main street.
- Beautification of the back of the shops as you are travelling across the Bombala Bridge heading towards the roundabout. Parking, street lighting, gardens and a walkway through either the Globe Hotel lane way or the Butchers lane are essential.
- Parking – it is a must that we keep the reverse parking in all of our streets. This is what our locals are used to and to change this to parallel parking would be a nightmare! The only issue people seem to have with the reverse parking is the lines that are painted on the main street are the angle of the lines. Do we even need the lines?? There is also a ½ parking space near the bakery that cars try to park in daily – causing accidents or ending up in the garden bed. Could this be made a 'motorbike' park perhaps?

The other things I would like to mention are feedback I have received from the community – I am the owner of Lou Lou's Boutique and I am also Secretary of the Chamber of Commerce and these issues constantly come up.

- Improve the Caravan park access and signage.
- Toilets in the main street. Not in the lane way but in Maybe Street. Two good options would be the empty block next to the hairdressers or the old RSL 'Fire Station' building. This could be made into a real feature.
- A roundabout at the corner of Bright Street and Maybe Street. School drop offs and pickups cause HEAVY digestion and it is very dangerous.
- Better lighting at the parking space near the 'Shearer'.
- The Pink Building is an absolute eye saw. The pink paint needs to go and we have spoken to a local painter who said that the paint could be stripped back to the existing heritage tiles. Could the Cooma prisoners work on this building perhaps?
- The damage to the Imperial Hotel is significant and I am still flabbergasted that he has been allowed to re-open the establishment. It is dangerous not only to patrons but the fact pedestrians have to cross multiple busy roads to bypass the footpath.

There is a lovely new beautician who has renovated and opened up next door – this will be detrimental to her business as she will not get any foot traffic. The Police tape is still up and ½ of the remains are still laying on the footpath.

- The Bombala Hotel is also an area of concern as the owner has no intentions to do anything with it apart from using it for storage. The accommodation for workers is URGENT especially the dongwha staff. This would make an excellent accommodation hub taking the strain off our Motel making more rooms available for tourists.
- I have had a number of truck drivers comment about the toilets opposite Caltex Depot being closed? They have usually driven for hours and need a rest stop. They have also mentioned the lack of garbage bins opposite the information centre where they have to pull up and change drivers. A few benches would also be nice along here.
- Have a colour scheme for the main street buildings. At the moments it's a mismatch of colours and designs. It would be great to have something in place that possibly taps into the 'Heritage' theme of our old buildings.

Kind Regards,

[Redacted Signature]

[Redacted Address]

To: records
Subject: Drafts for Bombala area

General manger,

I can see there's plans are quite a few yrs old as the pool are has had upgrades that are not on the plans.

Sk03 plan

=Upgrades to parking lot near swimming pool. There is a sign just before the bridge that say Bombala is a timber town with the timber industry there is a lot of trucks. This area is the only spot for truck that are traveling through to stop and walk up to the Main Street to get a feed. With the proposed plans there is no way a truck can pull in and support the local business.

= parallel parking in main st. The main street has had an upgrade about two years ago with new asphalt and painted line at a 45 degree angle. There are no car Parkes left on a weekday with this design. turning the parking to parallel will minimise the amount of parking. The parking near the NAB is drawn up as rear to kerb and on the other side of road near National parks is nose to kerb.

= way finders. In the Main Street and pool area there are 17 way finders proposed.

Seems to be way to many.

SK04

= new canoe/kayak club. This would be a good idea if the river quality was higher. The river needs a lot of attention before people start using it.

= Bypass. This bypass would see the end of a small town like Bombala. The town needs as many people traveling through it as it can (cars/trucks) so the small business can get as many people stop as possible.

SK05

= this is the only area that has any thought put into it. The one thing with this section is the parking lot at the visitor centre. It only has one entry/exit point. If your traveling through with a V8 cruiser with your huge caravan it would be in posable to use the parking

lot. With an entry and an exit they would be able to drive though with no problem making it a lot more convenient so more people would use the visitor centre.

After looking at all the proposed drafts there is one major up grade that everyone has missed in my view. Yes things need to change in the area for the town to grow in tourism. BUT the caravan park got no look in at all. When I drive past this I look at it and think it is an eye sore and wouldn't stay there if I had to. If we want people to come and stay this is a good place to start by making it appealing to visitors. The amenities hear need a major up grade (and a clean wouldn't hurt once a week).

There needs to be more signage in the town and along the roads to our tourist attractions eg platypus reserve, Myanba Gorge The one thing the town has that we can use is the river. Years ago Bombala was known for its trout fishing people use to come during winter for the trout. Due to the quality of the water the fish are no longer there. With this no tourist. If the quality of the water was better we could have the fishing in winter and the canoe/kayaking in summer.

I feel before putting walk ways in, upgrading parking lots we need the visitors to have a descent spot to stay and a good visitor centre so they can see what the town and surrounding areas have to offer. Then when money starts to come into the town then upgrade the park and BBQ areas.

Footpaths and street lights are not a priority to tourist.

Off the tourism subject the quality of the drinking water needs a look into.

Thank for taking your time for reading my views and I hope it makes people look in a different direction for the town.

[REDACTED]

[REDACTED]

To: records

Subject: feedback on Bombala & Delegate commercial designs

The new design for the main street looks lovely, except for the parallel parking.

Having this will dramatically reduce the number of parking in the main street, therefore, reducing the number of customers to all shops.

The rear to curb is a great concept, but it has to be policed sometimes, as some parking is very disturbing, and one customers bad parking can ruin parking for up to 3-4 cars.

I'm also a little concerned about the "outdoor dinning area" mentioned in the Monaro Post. This states that there will be a outdoor dinning area outside Cosmo Cafe and the Globe Hotel.

Now, correct me if I am wrong, but we used to have seating out the front and was told move them. How is this different or how will it be different?

I am interesting in hearing more about this. As the stipulated area on the map indicates it would be out the front of the Butchers/newsagency.

looking forward to any reply

[REDACTED]

[REDACTED]

To: records
Subject: Bombala Delegate Development Plan

To the General Manager
I object whole heartedly to the changing of parking to parallel parking in the main street cbd of Bombala. Crazy idea as would loose valuable parking spaces for shoppers. I can not believe anyone would even think of you this idea.

[REDACTED]

[REDACTED]

To: records
Subject: Bombala Town Upgrade

There are just several points I would like to make.

- Pedestrian Bridge from the railway to the main bridge is a great idea.
- I would like to see reverse parking maintained. Reversing out into oncoming traffic is not a great idea and I think it makes Bombala a little unique.
- The possible council acquisition of land behind the shops doesn't show where things like the sheds and gas yard could be relocated to. These things are in integral part of our business.
- Under the old Bombala Council it was proposed for Bombala to apply to become an RV friendly town. This process was to start once the new information center is built and a dump point can be put in. RV friendly free campsites need to be allocated around town. And there doesn't seem to be any provision for caravan parking.
- The information center would be a great asset to the main street. If the council depot was moved to the industrial area this would free up prime land close to our main street for extra caravan parking and visitor parking in general.
- A Platypus viewing platform would be great located just out from the statue of the shearer.

Kind regards

[REDACTED]

[REDACTED]

To: records

Subject: Redevelopment Bombala Commercial Centre

The Administrator
Snowy Monaro Regional Council

Dear Dean

I would like to make a few comments regarding the the Bombala redevelopment plan.

The proposed outdoor dining areas outside the Globe Hotel and Cosmos Cafe is discrimination and all dining outlets should be given the option for outdoor dining. The footpaths do not need to be widened only upgraded and cleaned.

90% of retail businesses are along Maybe street and on a number of occasions during business hours there are limited or no parking spaces available with the current reverse parking so parallel parking would not be practicable.

Council should consider negotiating the purchase of the driveway between 123 Maybe street and the Globe hotel to develop a walkway to the public toilets at the swimming pool and subsidise the owners of the land adjacent to Therry street to develop car parking areas. Consider the erection of a Street stall kiosk,near the street crossing at the news agency, like the one erected by the Tumbarumba Council in the main street of Tumbarumba and redevelop the garden beds in the main street,particularly around the Roundabout area, similar to the Cooma roundabout areas. Sponsorship for these projects could be requested from businesses and community groups. These gardens were maintained by community members until the Council advised we could not do it for safety reasons.

The heavy vehicle detour via Young street and Forbes street seems impracticable through a tight residential area, and would be better over a low level river crossing on the southern side of Bombala which would only be closed when the river was in flood.

The Caravan park should be upgraded particularly the kitchen area and fencing. The cabins could be relocated near the Information Centre out of the flood area and the recreational vehicle dump point could be located in this area. Commercial solar lights could be placed around the walkway from the Caravan park to the main street area. RV stop over sites should be promoted.

Regards





To: records

Subject: Commercial Centre Designs for Bombala

I have viewed the proposed designs for Bombala Centre. I found it difficult to comment properly without some briefing.

I see merit in the upgraded parking ,footpaths ,playgrounds and barbecue areas.

The footbridges across the river that have been damaged by floods need urgent repair/rebuild. They have been a source of pleasure and exercise for many, enabling full use of the walk ways around the area and must not be left indefinitely.

I see no merit in the proposed new routes for trucks proposed in the plan. A downstream bridge is feasible to avoid the passage through the main street.

I believe shopkeepers should be provided with some financial or other incentive to upgrade the appearance of shop fronts.

A community briefing on the plans would be helpful.

Some other issues for Bombala.

1. What on earth is happening at the Imperial Hotel. it is a disgrace to the town and needs to be renovated or pulled down. I have been told it is Heritage listed!

2. The footpath that has been removed many months ago near the Globe Hotel needs to be replaced.

3. I hope we sustain the pressure for Delegate water and Sewerage in both towns.

[REDACTED]

[REDACTED]

To: records

Subject: Bombala Commercial Centre Designs SK02 -Bombala Strategic Master Plan.

Dear General Manager,

Firstly I will declare that I am a Council Employee, therefore I am writing this as a town resident.

After the town meeting held in Bombala on October 13th we were told we had until October 21st for all comments, so I hope this will still be heard.

I would like to point out the fact that there is very little for families to do in Bombala and would love to see an "All Abilities Playground" incorporated into the master plan of [SK02-Bombala Strategic Master Plan](#).

The current playground within the township of Bombala is very limited and too big for most toddlers to enjoy, along with being very unsuitable for any child with a disability. People of Bombala travel to the coast to be able to give their disabled child the experience of a swing! I believe that a larger more suitable playground that included an under cover BBQ area would be very attractive to not only the local resident but also the traveling tourist particularly if it was situated in Therry Street where tourists can see it as they arrive into town. They could let the children out for a run & play then wander into the shopping area for a meal & or purchase food for the BBQ.

There is a small group of residents that are very willing to take control of the construction of such a project and to raise funds to achieve this dream for the better good of Bombala families.

Another topic I would like to touch on is the parking in Maybe Street. At the meeting most residents wanted to retain the reverse parking, but being a former Victorian nose in parking is what I am used too. I believe that nose in is so much easier for tourists as they see a shop

front that takes their eye and then pull into a park, but if they have to reverse in they find it very confronting and say it's too hard and keep going. The whole concept of change is to bring Bombala up to the 21st century so in my opinion a change in the parking would also do this.

Kind regards,



To Dean Lynch, Administrator, Snowy Monaro Regional Council.

Thank you for the opportunity to respond to the Scape draft plan proposed for Bombala.

The Bombala and District Chamber of Commerce sees this moment as a once in a lifetime opportunity for a bright sunny prosperous Bombala. At last, the money that desperately needs to be spent to revitalise the town, will be spent. But it must be spent right.

As the chair of the Bombala Chamber of Commerce I represent a broad cross section of our community: Contractors, manufacturing businesses, rural businesses, farmers, Main Street retail and food outlets, tourism and accommodation businesses, across a broad age range, so we represent a wide sample of the public.

What do we want? It's very simple. Our ten point plan starts with Beautification of the Main Street. Public amenities, (toilets) in the Main Street, at the top of the list.

We have a detailed vision of a town that looks fresh, and is good for locals, tourism and businesses. Steve Rickett has prepared a comprehensive streetscape plan that the Chamber fully supports. It is up to Scape to fine tune and fast track this plan so that work on the Main Street facelift can begin soon.

Development needs to be about good town infrastructure that is low maintenance and will have a cash and employment return for current and future generations.

The Chamber is unanimous in our view that the historic character of Maybe St is of paramount importance. The heritage look has to be maintained and enhanced to reflect the true pride in our community. A facelift for Maybe Street is long overdue, to attract and build local business and induce locals and tourists to stop, enjoy, spend money, come back and refer us to others. We want people to come to Bombala and say Wow!!!! What a fantastic town!!!

The Council sponsored Scape designs have very little expanded detail or costs, however; What we wish to see is as follows.. 10 points...

1. Beautification of Main Street business precinct. The Bombala and District Chamber of Commerce unanimously places Public Amenities (with baby change and disabled facilities) at the top of the list. A must, for locals, tourists, the elderly, young families and in fact for any of us.

Businesses in Bombala have always needed public amenities in the Main Street. We estimate the cost at roughly \$100,000. The Chamber prefers the location beside the Stewart Lee office. The chamber would like to see designs from Scape, as to how the Amenities Block would look. (see additional visual material.) The chamber favours a heritage look that possibly incorporates wood, reflecting our history as a timber town, and also corrugated iron to suggest aspects of shearing sheds, reflecting our

wool producing history. The chamber was expecting to see visual material from Scape that we could comment on, but sadly no such material has as yet been supplied.

2. The Chamber agrees in principle with the idea of a truck route that would cross the river at Maharatta Street and thereby avoid the shopping precinct in Maybe Street. The Chamber is happy with the idea of trucks only using Maybe St as a truck route when the bypass causeway is out of commission. The chamber however, for obvious reasons, wishes all other traffic to use the existing route along Maybe St, as the Monaro Highway, and therefore stop at businesses in the town. We need signage directing traffic to the town centre. Signage for trucks is obviously required at both ends of town. Log trucks from the Burton Street direction travelling south are also cause for concern, with potential to have them turn right at the Forbes street roundabout and connect up to the heavy vehicle alternate route.
3. The Chamber wants a Heritage theme for the Main Street, in order to give it "Wow factor". Building facades require a coat of paint, and this needs to be handled professionally in terms of heritage colour choices and with owners interaction. We don't have to reinvent the wheel. Boorowa looks fabulous, and Bombala is a comparable townscape. We have photos of towns that look wonderful, and we have access to costings, and the names of the landscapers who designed them. Plantings like those in Boorowa, Cootamundra and Harden are what we in the chamber want to see. Lighting and paving in the lane between the Butcher shop and the Globe Hotel is unanimously approved, by the chamber, as it links Maybe St to Thierry St, and therefore links the townscape with the river. We have photos to show what we want.
4. Again, the chamber wants to inject some imagination and fun into all of this, in order to reflect the personality of the town. We need to keep in mind our platypus branding and river heritage, and also our farming, and timber history. We need to grab the Platypus town brand with both hands. It would be disastrous for another town to supercede Bombala on Platypus branding.
5. Implement the heritage lighting plan from some years ago. The plans that Steve Rickett has developed, outline an excellent plan for attractive light posts in the Bombala townscape. Given that time is short, we are fortunate to have a plan with imagination and detail. The Chamber believes that plantings in the Main Street similar to those in Boorowa would be ideal for Bombala. The fine details need to be signed off by Scape Incorporated. The Chamber feels that this can be done quickly.
5. Parking. The Chamber is against having parallel parking, as this reduces the number of parking spaces. The Chamber acknowledges that nose-to-curb parking, as in Cooma, is tourist friendly. However the Chamber is happy with the current rear to curb parking.. We would like to get rid of the lines between spaces to allow more flexibility. The Chamber wishes to make clear that the truck redirection out of the Main Street, is inextricably related to parking orientation. Nose to curb is more possible if trucks are not using the Main St.
6. Implement the Thierry St parking and landscaping option suggested in the Scape designs. The Chamber recognises the importance of parking for locals with trailers, horse floats etc as well as caravans and other recreational vehicles in this Thierry Street parking precinct. It is important for Bombala to have signage stating that Bombala is RV and motor bike friendly. The Scape design provides nothing more than a coloured area on an aerial map to comment on. The chamber favours some shade trees in this parking precinct, as the rural character needs to be maintained.

7. A platypus viewing platform in the park near the shearer's statue. The platform, if feasible, would extend out over the water, as in Bendigo. This would be a major drawcard for locals and tourists to use. The park could be renamed Platypus Park. An all abilities playground is apparently proposed for this area, which we support. This would provide a destination for locals and tourists, coming from the Main Street along the laneway linking the two precincts.
8. A major sculpture that celebrates the Platypus, and the river. To be placed where the painted cows currently sit, on the railway land at the approach to the town. We already have Platypus Country as our regional brand, and a platypus and river theme in the Maybe Street pavement. As there is money available, it is important to have a feature that puts Bombala front and centre on the tourist map, and to claim the platypus brand before someone else does. Suggested project..(see additional visual material.) We suggest that money be allocated, and go from there.
9. Detail... The Scape designs, such as they are, have very little detail, which we take to mean that suggestions from the Chamber and the public are desired for the next phase. We trust that these suggestions will be acted on quickly. The Chamber wishes to see the final plans, as the details are the important part.
10. Money... If September 2017 is our cutoff point, what is our time frame, and when will plans be approved and work commence?

Will money allocated, cover all the projects.?

We are agreed that the Main Streetscape project is the number one priority.

But we need the truck route to go ahead to make it all work.

Costing is fundamental. We need all these improvements to make Bombala an exciting and talked about destination that smiles at the world.

Sent: Thursday, 20 October 2016 3:13 PM
To: records
Subject: submissions for Bombala Main Street.

Dear Mr. Lynch,

I thought the meeting in Bombala last thursday was excellent. Thank you.
I was wondering if the EMPTY VERY UGLY PINK SHOP which would probably be condemned if examined could be acquired by the council, knocked down and made into a car park which would be convenient for all, and would be in easy walking distance to the shops.

I really support the All abilities park and hope that this very important park will be given a high priority.

[REDACTED]
Sent: Friday, 21 October 2016 3:56 PM
To: records
Subject: Streetscape plans for bombala

I would like to see the parking stay the same as it is today . . I would like to see a public toilet brought in to the main street perfect spot would be the vacant spot beside hair on main.
Regards [REDACTED]

[REDACTED]
To: records
Cc: Dean Lynch Joseph
Subject: Bombala Streetscape/Bypass

Issues that concern me regarding Bombala's future development are as follows. It is felt that a "minority" group of ratepayers are pushing their own agendas. The "majority" of us would prefer to see funds directed to more practical projects such as road maintenance etc. * SAFETY: Concerns have been raised re truck procedures through the main Street. This problem could be addressed by introducing and enforcing a speed limit of 40k. * TRUCK PARKING: The development of truck parking facilities are better located and suited to former railway land. No interference would occur on heritage buildings. The vacant railway land has remained idle for several decades. * LOW LEVEL WEIR/ROAD CROSSING: There has been "NO" consultation with property owners who become affected by this proposal. Utmost efforts are needed in determining how this would impact on land valuation, noise pollution, environmental damage to the water system and platypus habitat. * INDUSTRY: Bombala cannot survive on Tourism. The district comprises of Primary Industry such as farming & forestry. The timber industry is a major source of employment for Bombala. Bombala relies on these industries for future survival. * NO CONFIDENCE : I express no confidence in Mr Grantley Ingram or Mr Steven Goodyer. Mr Goodyer voted to "jump into bed" with then mayor, Michael Britten and Bega Valley shire. There was no consideration paid to the desire for many ratepayers to "stand alone" ... or "amalgamate" (Snowy,Cooma council). After all ...we are a "Monaro" town! I anticipate your reply. Regards, [REDACTED]
[REDACTED]

The General Manager
Snowy Monaro Regional Council
council@bombala.nsw.gov.au

Dear Sir

Re main street plans for Bombala.

My submission is as follows. These items are in priority order:

1. Truck bypass from Mahratta street to Bright Street. There is little point in doing anything in the main street unless the trucks are removed.
2. Toilets in the main street. Perhaps a small playground for toddlers could also be put into this area.
3. Main street upgrade including heritage lighting and furniture/bollards and chains. Blisters should be expanded to allow for seating and help pedestrian crossing. Additional raised crossing areas (3 in total) to slow traffic. Slowed tourist

traffic increases the chances that the tourist will spot something of interest and stop. Nose in parking is my preference.

4. Area to rear of shops needs tidied up to allow business house staff to park there and not in the main street. 2 hour parking should be applied to Maybe Street. The shearer sculpture needs to be recast in bronze and moved near to the Olympia Theatre as a centre piece.
5. River area should have a feature that has seating at the edge of the water to allow people to dangle their feet in the water in summer. A "Feet Dip" could be a real feature of the river area. Refer to Lurie Garden in Chicago's Millennium Park.
6. As part of the river side upgrade the weir is a great idea and will make a beautiful centre to our town.

[REDACTED]

Sent: Tuesday, 18 October 2016 11:37 AM

To: records

Subject: Comment for Bombala Commercial Centre Proposal

My comment is related to an All Abilities Park in Bombala. The one in Merimbula is a favourite of my kids, we travel one hour to it as a destination. We also custom the local café/shops nearby.

Bombala has long needed a facility that will have travellers wanting to stop over, even just for a meal break.

[REDACTED]

To: records

Cc: [REDACTED]

Subject: Attention: Council Administrator re Bombala Commercial Centre Design

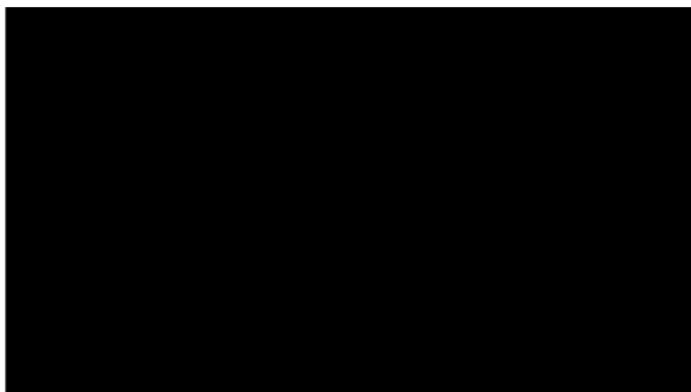
Dear Dean,

Cooma Challenge Limited would like to put forward a suggestion for Council to consider during redevelopment of Bombala's commercial centre.

We are sure Council will ensure that any designs are accessible and user-friendly for all, however we would also like to request Council include a space for an inclusive playground, for children and young people with disabilities.

Accessible swings, raised sandpits, suitable surfaces and wide pathways, and of course accessible toilets / change room – these elements could put Bombala on the map for an accessible recreation area, not only for locals but for travellers. Bombala's attractions – platypus-viewing, historic engines and much more – could easily be factored into such an area.

We would strongly support Council's inclusion of an area like this.



To: records
Subject: All abilities park

To whom it may concern,

I am writing to ask that you strongly consider an allocation of land in Proposed Redevelopment of the Bombala Commercial Centre SK02 for an all abilities park for our kids.

I am a respite and home support service coordinator for Cooma challenge and I see a huge need for this park. Having lived here only a few years, some things I have learnt about Bombala are that this place is a very close community and that disability is embraced here more than anywhere I have seen.

This park would be so beneficial not only to the sensory/disabled children, but with a large proportion of elderly in our town that have little activities available, I know it would be utilised and embraced by the whole community.

I have clients that love going for a walk and the only facilities for them that are free is the walking track and a small exercise station!

We as a community embrace all our differences and it's time to start showing our strengths and ABILITIES and also think about how an all abilities park could bring others to stop in Bombala as well.

I for one would feel a huge sense pride if Bombala were chosen for an all abilities park. Far out it would be such an amazing respite for mums and dads here.
We don't just want this, we need it!
It makes me sad to see children with high needs sitting on the park bench because there is not one safe piece of equipment for them at our park. While our park is admittedly gorgeous, it just doesn't cut it here.
While other towns may have alternatives such as a hydro therapy pool, we only have our beautiful parents, carers, workers providing the activity, stimulation and quality of life for these individuals.
Believe me, we feel the strain.

Thank you for considering Bombala for such an opportunity.

Kind regards,

[REDACTED]

Sent: Thursday, 20 October 2016 12:40 PM
To: records
Subject: Attn Grantley Ingram - Street Scape Design

To whom it may concern,
The Bombala and District Chamber of Commerce fully supports the construction of an all abilities park in Bombala. It would be great if this could be considered as part of the street scape plans budget.

[REDACTED] etary

Kind Regards,

Bombala & District Chamber Of Commerce
bombalachamber@gmail.com

Community meeting Bombala



Priorities:

1. Truck by pass however they felt it would be extremely expensive
2. Heritage theme for main street
3. Development of land rear of shops
4. Weir

Trucks

All agreed that trucks need to be removed from main street. Need to investigate to make sure that it is in the right place. Not sure that Bright Street is the right location.

Toilets

Quite liked the New Zealand idea of self cleaning toilets which you pay for say 50 cents thought toilets should go in the land either the Old butchers land or the lane beside the globe and pharmacy (which would need to be reopened).

Area behind shops

All agreed that the first impression was very important. "Town Square" with small playground was supported.

Main street

Liked the idea of a heritage theme, supported the inclusion of a kiosk for the street stalls, stressed that we needed to be mindful of parking versus blisters. [REDACTED] was very vocal about the need for a heritage study and for the involvement of an Heritage Architect and Landscaper. Need to get rid of the pink paint ASAP.

Roundabouts

In favour of the Caveat/Maybe and Maybe/Bright Street roundabouts , would like to see the Forbes/Maybe Street, Forbes/Highway roundabouts all done up with ground covers.

Weir

All in favour of this

VIC

All supported strongly the current location of the VIC.

Other ideas

Cathcart end of Maybe Street needs attention too.

Literary Institute should be purchased by Council and done up as part of the main street process.

Need a Heritage Study of Bombala

Community to buy Imperial Hotel it is an eye sore.

Offer a competition for main street businesses to improve street frontage. Prize could be payment of half of rates. Project to be funded via the Service Clubs (Lions and Rotary). Offer could be extended to residential premises facing main entry.

Desperate need for additional accommodation. Perhaps offer incentive say no rates for 5 years if you spend in excess of \$500K.

Public meeting to discuss main street

██████████ attended the meeting but had to leave before we broke into tables. Mrs. Simpson provided her priorities as follows

1. Toilets in main street next to Stewart Lee
2. Reverse in parking
3. Likes by pass idea however not sure parking in Young Street would work, questions if the drivers would walk to main street.
4. Info Centre to stay in current location
5. Would like consideration to the Caravan park being extended.

Public Meeting - Bombala Streetscape – 13 October 2016 – [REDACTED]

Discussion Notes

Priorities

1. Parking – Maybe Street, Therry Street
2. Truck Bypass - trucks out of Main Street
3. Street Beautification

Parking

- High Priority
- maintain quantity
- reverse parking
- parking lines are too sharp angled – change angle to maybe 60+ degrees
- Therry Street, double spaces to allow parking for long vehicles, trailers etc
- Therry Street, loading/delivery zones or dedicated lane for business deliveries, wide delivery access

Truck Bypass

- Need trucks out of main street
- provide a convenient parking location so truckies can park and still easily access town ... maybe a truck stop
- truck parking not on the town side but the other side of river
- Signage both sides of town – no engine breaking in town
- No single span bridge, prefer a low level crossing which may or may not be able to be incorporated with the planned Bombala River Weir
- Local truck movement is a big problem through town, need an alternate route. A back dirt road from Cathcart-Bucky Springs-Mill. Forestry Corp???
- The roundabouts in town are too tight for big trucks to navigate around, trucks have to do a block Forbes-Wellington-Burton-Maybe Streets

Street Beautification

- Main Street needs to be done
- Need toilets in the main street, prefer them to be located near Stewart Lee Real Estate
- No, island in centre of main street with heritage lighting because it will create more congestion to traffic an alternate option might be hanging vintage light arches over the main street
- Large garden beds/seating areas that greatly protrude onto the main street will reduce parking areas and increase traffic congestion and bottlenecking
- Therry Street, beautify access to street with park, trees, highlight river area
- Visitor Information Centre location not in Therry Street
- Good signage needed at both ends of town identifying what is available in town, attractions etc

13-10-2016

Town Meeting at Community Centre.

① Location of Buses / pedestrian refuges. — TABLE Consensus

- keep newsagency refuge
- Add refuge to bakery — lingalanga.
- Add refuge to RSV — NATIONAL PARKS.
- Add Boorowa style simple, Alfresco, paved gardens at points around pedestrian refuges with lighting.
- Lighting up the centre line popular idea

③ REFUGES / Pedestrian TOTAL IN MAIN ST. — Consensus
Roundabout for CAUGAT / MAYBE ST POPULAR IDEA. Consensus
"Bright st Roundabout" wasn't enough discussion on this.

TRUCK Route — Consensus on getting trucks out of main st first "before" Main St Project.

POPULAR IDEA

WATER — POPULAR IDEA

- Great for future water storage in uncertain climate future
- Great for attracting more people to the area.
- Enhance tourism prospect and beautify town more
- Good for economic development.
- Encourage more water sports for Area. eg canoe, paddleboats etc

Town Square Thru st.

TABLE WAS INTERESTED IN THIS PROPOSAL THOUGH
WE RAN OUT OF TIME FOR GOOD DISCUSSION!

PUBLIC TABLETS IN MAIN ST.

Consensus at table f

Felt it was important for everyone locals & Tourists

PRIORITY ORDER for implementing project.

Rustys & Sis Busswars. How well wait / extra high water affect their business.

BOMBALA
18 OCT 2016
COUNCIL

* POOL COVERED TO BECOME ALL YEAR POUNDED.

* ZEBRA CROSSING IN MAIN STREET.

* WHAT IS CLASSED AS THE MAIN ST?

IT SHOULD CONTINUE TO BURTON ST.

IN 2008 IT WAS DISCUSSED THAT THE MAIN ST
SHOULD OF CONTINUED.

* CONTINUE BLISTERS + REFUGES TO BURTON ST.

* STORM WATER ISSUE

* GREAT IDEA FOR NEW ROUNDABOUTS IN BRIGHT
& CAVEAT

* TOILETS IN MAIN STREET.

* REAR TO KERB. NOSE TO KERB.
WITH WHEEL STOPS 4/6 2/6.

* COLOUR SCHEME / SUBSIDING FOR PAINT.

LOCAL UNEMPLOYMENT TO PAINT. BUILDINGS.
BUT WILL RUN INTO WORK ISSUES.

①

* TRUCK ROUTE HIGH PRIORITY.

* SEWAGE WORK TRUCK ROUTE NOT ENOUGH ROOM.

* BRIGHT ST IS BEST ROUTE.

* WHAT WILL STOP THE CARS FROM TRAVELLING THAT WAY?

* NOT BEHIND SHOPS FOR TRUCK STOP. OR PARKING

* NOT IN TROUBLY ST EITHER

* DESIGNATED DELIVERY TRUCK AREA AT BACK OF SHOPS HAVE IT ALL PAVED / CONCRETE / SEALED.

* ~~WE~~ WE WOULD BE POSITIVE BUT LOOK INTO FLOODING.

* ^A ABILITY PLAYGROUND GREAT IDEA BUT MAYBE BUILT INTO PLAY PUS ~~BS~~ PARK.

* WHAT'S HAPPENING WITH OLD TESSERA EXCHANGE BUILDING.

* CURB HOOP OVER BUTCHERS LANE.

ORDER OF PRIORITY

(BY-PASS / FACE LIFT OF SHOPS)
PARKING OUTSIDE OF MAYBE ST.
THEN MAYBE ST BEAUTIFICATION.

TOILETS
PLAYGROUND
WHERE IS THE FORMER BOMBALA COUNCIL
MONEY !!

IDEAS

* NIGHT LIGHTENING.
* MORE ACCOMADATION AREAS

PROBLEMS

* LANDLORDS DON'T LIVE IN TOWN.
* SHOP AWNINGS. ALL DIFFERENT
MAKE A LETTER
COULD GO OUT WITH RATES TO
ADVISE WHAT'S HAPPENING.

VIC
WHY IS THERE? TO HARD TO GET TOO.
TOWN MAPS PLACED IN MAIN ST TO
SHOW WHERE THINGS ARE.
IS GYM MOVING COULD ^{THE OLD GYM} ~~BE~~ BE NEW
VIC? OR LITERARY INSTITUTE BECOME
VIC?

blisters

- none
- keep trucks as happy as possible
- 3 blisters one each end and middle.

round about caveat street

- Yes
- Balance!
- good traffic flow

High School

- yes as a parent
- B'double consideration.
- cost consideration

Truck route

- Wellington street -
- Bright street - route Yes
- no parking youngstreet
- Flood zone

Caravans

- dumping point - Therry street either side forbes.
- Rail Trail - would be awesome for the vic area

low lying weir

- Yes.
- better for Kyades.
- fishing / family parties

- improve water quality
-

town square

- not enough land
- access is good there at the back
- parking in other streets.
- pram and wheelchair kerb access.

Public Loos

- elderly access
- parenting access.
- blend in town look
- disable accessible
- make it look like our Industries
-

- RV friendly town!
- make us something/somewhere we want to stop.
- well lite spaces.
-

Council carparking - find out foodworks.

platypus structure

- sphere floating on water
- made of platypus
- look like they are swimming
- near cows at railway land
-

timber town - features on entrances in town.

Fred

- Myamba gorge, six mile creek, platypus.
- more signage
- apps

parking

- same
- open to change
- more stoppers if reverse in
- can't see if nose in
- paint lines on gutters if rear in
- other places to park

Priority.

- Truck bypass / town main street in same time
- public loss ok where they are
- connection down laneways.
- toilets main street
- signage tourism / apps.
- loss + beautification - truck route!
- in 2yrs not looked smiley and cheerful!
= make it that

toilets

~~shops~~ in a shops.

Where do we locate pedestrians.
Westpac:

Newsagency crossing works well.

Blisters have no legal standing.
re safety insurance,

~~4~~ blisters preferred - ~~don~~ not necessary
to stop traffic.

Blisters are adequately sufficiently
located x 7 ✓, ✓

Blisters could be prominatly
marked ie. bitumen painted or
paving - paving preferred.

3 x Blisters enough.

Roundabout for Caveat / Maybe St.

Caveat st / Maybe st intersection.
needed x 7. ✓.

round about needs to be low.
so trucks can roll over.

Bright st / Maybe st

inappropriate for bypass.
instead cemetery corner.

round about not favoured.
x 7

favoured x 2.

Slip lane preferred.

Parking arrangements

Rear of shops.

access for service vehicles. - high priority
provision considered for tenants.

flood prone zone - suitable for car park.

currently uninviting, shocking, ugly
shops need to develop entrance
particularly if parking.

public toilets / disabled / baby change
playground all abilities.
breast feeding spot front.

parking - designated lines
separate truck parking.

* as well
✓ upgrade existing public toilets.

~~the~~ town square great idea but is
there room ???

Truck Route:

Truck route - Rosehill Rd, Rosemeath
cattle yards.

Rd.
cemetery corner

- get the trucks out of the
Main street.

Parking

Take the lines out x 3.

leave the lines. x 5.

parallel - not favoured

Nose in favoured x

Reverse parking favoured x

WCIRS - must be suitable ^{for truck} dual purpose

concerns re platypus habitat
through river flooding.

1 x in favour

1 x concern re level raising
by 2 metres

combine with low level crossing
for trucks - money saving.

Rear of the Shops. Priority.

- ① Shops on board with cherry st.
- ① Street plan
- ① Accessible street/shops/wheelchairs.
- ① Truck Bypass
- ① All abilities park equipment.

① Truck bypass
All abilities park
ongoing community consultation
such as tonight.

Public toilets in main St.

Beautification of Delegate streets

1. The most unsightly installation in the main street of delegate is the overhead power lines. I suggest they are placed underground.
2. Instead of the proposed turning/parking area behind the Delegate Hotel/Landmark buildings I suggest using the strip of land between Bombala street & Victoria parade, east of the Landmark building. This would allow trucks and other vehicles to use that area to both load and unload goods to & from Landmark as well as allow heavy vehicles turn around via a shorter section of Victoria parade and not turn at the cenotaph. There would be ample room for truck parking as well.
3. The road west of the Delegate Hotel, between Bombala street & Victoria parade also needs sealing and modifying to the needs of loading/unloading goods to the hotel.
4. Double lanes each way in the main street (Bombala street) is unnecessary. It would be far better to have single lanes each way. This is not a freeway!
5. The proposed parallel parking should only be necessary in front of the existing recreation park for caravans and trailers and on Bombala Street between Church Street and the entrance driveway to the general store. This allows vehicles with trailers to park there when visiting the general store. The remainder should be 45° parking for the majority of the street.
6. Note the Parking should be "Front to Curb" NOT "Rear to Curb". The boundary (Start & End) of the parking area could be marked using islands with tree/shrub plantings indicating the form of parking, then signage will not be necessary. Signage is unnecessary and ugly. No painted parking lines between these "boundary" markings. Common sense shall prevail as it does now with no markings.
7. The proposed lighting is a good idea though I think banners could be attached to these promoting the history, services and production of the district. (if power lines were not placed underground than the banners would distract the view from the power lines). Suggested promotional signage;
 - a. Predominantly "The Bundian Way" (every second lamp post)
 - b. Forestry industry
 - c. Farming (crops and stock)
 - d. The Rural Fire Service
 - e. District sights, recreation & history;
 - i. Historical hut
 - ii. Erinundra Rainforest
 - iii. History of gold mining
 - iv. Fishing/sighting Platapus
8. Tree planting in the main street within islands that protect the trees and indicate, by their form, the 45° parking. If the power lines were to remain (the southern side of the street), then lower shrubs could be planted under the power lines and trees on the northern side of the street.
9. Signage @ Bombala. When coming from Bombala to Delegate the signage directs traffic/tourists heading to Victoria to the Can River Road. I suggest a large sign be placed there showing the "alternate route" via Delegate. The "scenic tour". This would increase the possibility of servicing tourists within the local district and aid our financial wellbeing.

Footnote: As presented at the general public meeting on the 6th October 2016, the charm of the town is due to its originality, its presence of the past era. It's cultural heritage in the form of it's open main street and informal presentation. Do not add formality and control to the presentation, keep it relaxed.



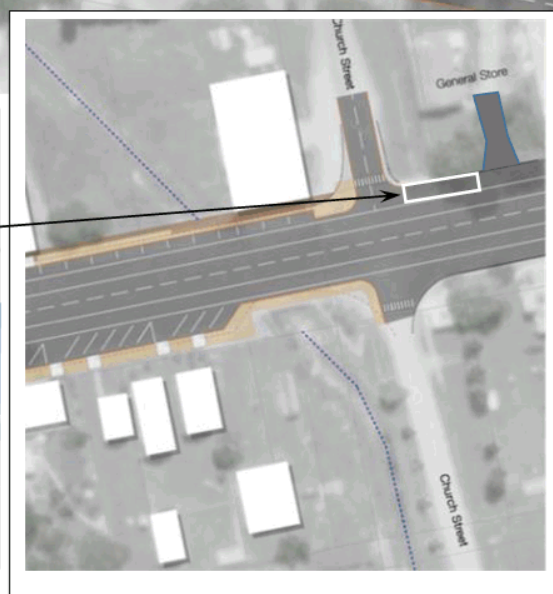
Alternate truck parking/turning point



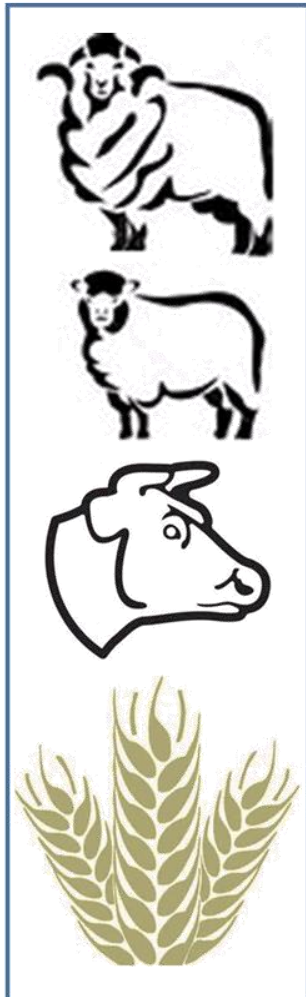
I would like to see parallel parking on Bombala Street between Church Street and the entrance driveway to the general store. This allows vehicles with trailers to park there when visiting the general store.

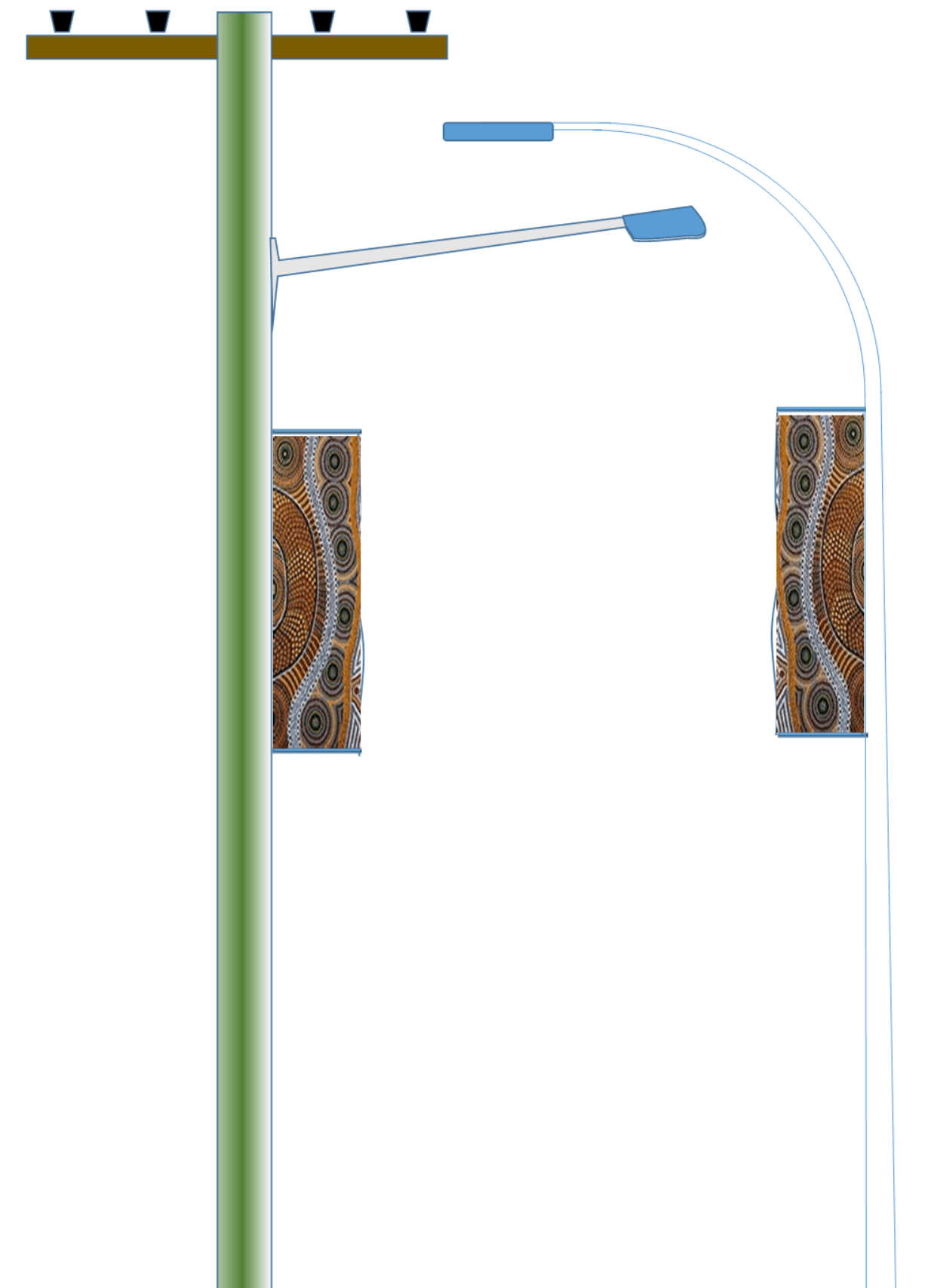


"Front to Curb" parking with islands and tree/shrub plantings indicating the form of parking, no signage!



Sample banners attached to street posts





BOMBALA SC136
11 OCT 2016
COUNCIL

SUGESTIONS FOR STREETSCAPE PLANS

Main Street

1. Removal of old pine trees at Northern End of town.
2. Seal road to camping ground
3. Some small plantings near sculpture.
4. Drain Water which always lies in front of Delcotts
5. Drain Memorial Park which is waterlogged after rain.
6. Footpaths and curb and guttering all the way down main St and repair broken bitumen.
7. Council purchase block next to Landmark—to be used as walkway from Victoria Parade and to be kept mowed as at present it is always an eyesore full of long grass.
8. Poor lighting at Monument.
9. An attractive sign at town entrance—(possibly stone)
10. Historic old buildings to be made a feature.
11. Signage indicating various sites in town e.g. “Platypus Walk” and Bundian Way Gallery Settlers Cottage etc. Two signs would be a good idea, one at Bill Jeffreys park and one in the town.
12. Showground entrance needs more regular maintenance or bitumen service as it is always full of potholes. (250 cars coming in October)

Other

Path at end of Platypus Walk on to Orr Street.



RECEIVED
12 OCT 2016
BY:



The Administrator,
Mr. Dean Lynch,
Snowy Monaro Regional Council,
Bombala St.,
Cooma,
NSW 2630

Dear Dean,

Following our meeting last Thursday, I have thought of a couple of other things, which I have added to the list.

Regards,

Yours faithfully,



DELEGATE STREETSCAPE

- 45 # Parking, fits in more cars, nose to kerb, just as it is now with more signage.
- Complete and improve footpaths, kerbs and gutters, improve wheelchair access. An ongoing project, why tear out what has taken years and lots of money to do, wasting Ratepayers money.
- Have a serious look at drainage and rectify problems in the Memorial Park, water comes off the road, through grills and empties into the park forming open drains. In the back lane behind Victoria Pde., where water runs down from the paddocks and lies in people's back yards. Church St. where water runs over and across the sealed street not in the gutters. At the junction of Bombala St and Church St., where the water pools after the lightest shower.
- We have been planting trees in the streets of Delegate for 50 + years and the previous council supported our yearly town tree plantings, we hope to continue with that program with the co operation of the new council.
- We do not need 4 traffic lanes through the main street, most days you could fire a shotgun along Bombala St., and not hit anyone. Unless some bureaucrat knows of some development or gold strike, of which the locals are unaware? We are a community of approximately 300+ people, we need a steady flow of Tourists to visit to keep the town viable, Motor bikes from Phillip Island, Bundian Way adventurers / walkers eventually.
- We should develop what we have, we have preserved History, the Settlers Hut, the School of Arts, the Men from Snowy River March started here, the old houses in the centre of town, the old Commercial Bank building, which houses the Bundian Way Gallery and Borderline Gallery, the old garages and the Bootmakers cottage, for this area to be painted in Heritage colours and with a few old style street lamps/lights, it would be a good draw card for tourists, Delegate has a cold climate most of the time, sitting at 750mts above sea level and in close proximity to the Snowy Mountains, better to be inside the cafe by the heater, not on a cold verandah.
- Delegate is the only town along the Bundian Way, the Aboriginal path from the coast to the mountains, it is also very close to the historic Black - Allan Line (the straight section of the NSW & Victorian Border), of which some of the original Cairns and marker trees are still standing.
- Delegate is also the gateway to the Southern part of the Kosciuszko Nat. Park, Victoria's Snowy River National Park, Errinundra Boardwalk through the rainforest, 'the Tunnel' where the river was diverted under a hill in the search for gold, Mount Delegate, a local landmark, seen from many kms away on both the Cooma and Mt. Darragh roads, historic gold, timber milling, farming Victorian towns of Bendoc, Bonang, Tubbut, the once mighty Snowy River, and McKillops Bridge over it and the road on over wild country up to Buchan or back to Jindabyne.
- Our area is very popular with 4wd and motorbikes, but we lack signage letting tourists know what lies beyond the main highways.
- Bill Jeffreys Camping ground, delightful and popular spot on the Delegate



River, needs improving, ?on site cabins and better amenities.

Pto

DELEGATE INFRASTRUCTURE NEEDED.

- **Town water system upgrade**, get rid of the 'non- potable' signs.
- **Fix drainage.**
- **Improve town entrance signs**, more attractive, informative, at all entrances.
- **Better signs and access** to local points of interest, eg. First place of Worship, Platypus Walk, Settlers Hut, Galleries, historic buildings, historic churches, Police Station/Court House, Federation Walk.
- **Maintenance**
- **Outside of town....** Renew or strengthen bridges so forests can be harvested, create **passing lanes** on main road to Bombala and Cooma for the safety of residents, tourists and truck drivers.
- **No Public transport....**The **Trainlink** connection at Bombala to Canberra now takes up to four hours for the trip, as coach goes via Jindabyne, on a substandard road. **An early start** at 6.45am, for Bombala residents, but to have to get into Bombala from outlying areas like Delegate (25mins), Tubbut, Tombong or Corrowong it could be triple that, the timing makes a person very reluctant to ask any friend for that favour, especially in winter.

Thank you for the opportunity to have an input in this important subject.
Long time (1962) Delegate Resident,





September 18, 2016

Joseph Vescio

Snowy Monaro Regional Council
PO Box 714,
Cooma NSW 2630

Dear Mr. Vescio,

Thank you for the opportunity to provide comment on the proposed redevelopment of the Bombala and Delegate commercial centers.

My family and I moved to the region in 2014. We own and run an engineering design consultancy based out of Delegate. I am a chartered professional Civil and Environmental Engineer and my wife, Jasmine is a cadet Mechanical Engineer and mother to our three children.

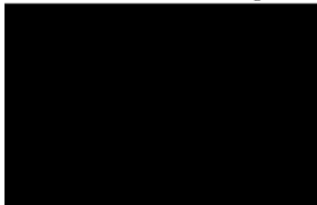
I have reviewed the information that has been made available via the councils website and wish to provide the following comments and questions. I do kindly request a response to my comments and questions. I have included numbering in order to aid the councils response.

Proposed redevelopment of the Bombala and Delegate commercial centers comments and questions:

1. Delegate have a park and play ground on the main street. This park is called Memorial park. The gates that stand at the front of this park pay humble tribute to our war dead. There is a history of significant delay in the council maintenance of this facility (mainly grass mowing). Perhaps the funds for the proposed additional playground listed at item 7 on the Delegate Town Centre Strategic Concept Plan could be better spent on upgrading the existing Memorial park. The ongoing issue of regular maintenance needs to also be addressed however I do not require council comment on the maintenance issue at this stage.
 - a. Please amend the concept plan to include an upgrade to the existing Memorial park along with a new playground as priority over the proposed playground (which is dependent on a 'future stage' land acquisition) at item 7 on SK03.
2. Delegate has a non-potable water supply. The former Bombala Shire Council has previously conducted some minor early preliminary planning for the provision of a potable water supply however no funding has been allocated to my knowledge. This issue is by far the primary concern for my family and I. This issue has a real and serious impact on Delegate home and business owners.
 - a. Please consider prioritising the rectification of the towns drinking water supply.

- b. As a Civil and Environmental engineer, I have considerable expertise applicable to solving such issues. I would be glad to talk to you regarding some of the most suitable options for rectification of the water supply for Delegate.
- 3. Please confirm the intent and the scope of the proposed 'Vacant Land to be Activated'.
 - a. In particular, please provide detail on the proposed 'activation' of Lot 3 DP 556310 which is marked for 'activation' however no foot note is given regarding scope or intent. I also happen to own this block of land. Please clarify.
- 4. Please confirm the number and location of proposed accessible (AS1428 and Disability Discrimination Act compliant) parking spaces.
- 5. Please confirm that all new facilities and works will be compliant with AS1428 series including the provision of suitable grades, ablutions and tactile ground slope indicators.
- 6. A potential council acquisition boundary for a 'future stage' has been detailed on the Delegate Town Centre Strategic Concept Plan. There is no other detail provided anywhere in the proposal regarding this potential acquisition in Delegate.
- 7. The Delegate Town Centre Strategic Master Plan Drawing SK02 has a call-out detail reference to SK04. Unfortunately, no detailed call-out reference is provided for this area. Please provide the referenced call-out detail and an exhibition and public response period.
- 8. The laneway and street frontage adjacent to Lot 3 DP 556310 are marked to become 'pedestrianised' with new foot paths to be constructed.
 - a. Please allow for shared use of the laneway.
 - b. Please confirm that Lot 3 DP 556310 will still be able to have a kerb crossing to both street frontages.
- 9. The lane way adjacent to Landmark is also marked to become 'pedestrianised' with new foot paths to be constructed. This land is currently used many tens of times per day by Landmark customers. It provides a safe alternative for loading bulky goods other than the main street. Please allow for shared use of this laneway to be continued.
- 10. There are several pedestrian crossings annotated however no foot note is given for these annotations. Please confirm the intent of the crossings. Will pedestrians be given right of way?
- 11. We are glad to see a move to invest in the townships of Bombala and Delegate. We do feel that the money would have a more significant effect if it was used to fix other local infrastructure.

I thank you for your kind attention in reading my comments and I further thank you in advance for your response.





20th October, 2016

The General Manager
Snowy Monaro Regional Council
PO Box 714
Cooma 2630

Dear Sir,

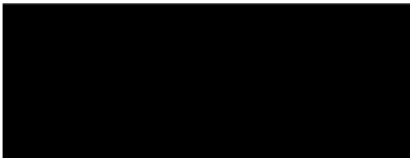
I wish to comment on the public meeting held in Delegate on October 6th regarding the proposed Streetscape Plans for Delegate Town Centre (SKO1, 2, 3 & 4).

At this meeting I asked the Administrator, Mr. Dean Lynch, if it was possible to supply cabins at Bill Jeffrey's Park under the guidelines of this redevelopment. Mr. Lynch replied that it was not within his interest to compete with Commercial businesses in Delegate by doing so.

Delegate has very limited accommodation, with the Delegate Hotel and the Delegate Progress Association providing what is available. With Council emphasis on Tourism I find it hard to believe that support is not forthcoming for this suggestion. The Delegate Progress Association certainly has no problem with obtaining more accommodation for Delegate, which is sorely lacking when larger events are held. The advent of the Bundian Way will only add to this problem.

Does this mean that cabins at the Bombala Camping Ground should be removed as they would be competing with commercial enterprises?

I also wish to support the recommendations made by the Delegate Progress Association in their submission to you.



Delegate Street Scape Development Comments

From [REDACTED]

I live in Victoria in the Bonang-Tubbut area and Delegate in NSW is my nearest town. Thus although I do not pay rates in the Snowy River Monaro Shire I am vitally interested in developments in Delegate and I am very involved in Delegate activities.

1. I am a member of the Delegate Multipurpose Service Community Consultative Committee
2. I am the founder and convenor of the arts and culture group, Borderliners, which is currently developing theatre for the Delegate area.
3. Tubbut Neighbourhood House, where I am a coordinator, funds and organises events in Delegate as well as Bonang, Tubbut and Goongerah.
4. Bonang-Tubbut area relies on the services provided in Delegate and Bombala as our nearest Victorian town (Orbost) is 120 k but two hours drive away while Delegate is 35 k and half an hour's drive away.

I am commenting on the plan or, more specifically, the process of developing it, for these reasons:

1. I am interested in Delegate's future and have seen its peoples' efforts to turn around its decline since 1972.
2. I have a great deal of experience in planning and community engagement activities as both a citizen/community-sustainability activist and as a Member of the ACT Legislative Assembly where planning issues were an area of great concern to voters.
3. Some of my academic work was on the issues of development and community groups where I studied the pitfalls and successes. (Utopian Visions: A perspective on the development of Canberra 1992 ANU, Human Ecology)
4. Since returning to East Gippsland in 2008 I have been again impressed by the tourist potential for the entire region with its unique and diverse environments and the Bundian Way specifically links East Gippsland with the Monaro. The neighbourhood house is already working with Delegate organisations eg the development of a detailed tourist map for the area.

The process of developing the Delegate Streetscape

I attended a meeting in Delegate on September 22nd where the Streetscape Plan was put to the large group of attendees for comment. The consultant engaged was put in the embarrassing position of responding to the concerns of a community which had not been asked at any stage of the preceding process what their vision for their town might be.

I perceived that the consultant and the Shire officials were surprised by the community's reaction. They would not have been had they engaged with them at the beginning of the process, taken their ideas into account and referred back to them at crucial times.

I am interested in seeing the brief that the consultant was given as to how much room he had to move and how much he was responding with an off-the-shelf formula which is entirely unsuited to the small town of Delegate.

It is great news that the Shire has several millions of dollars to spend in Delegate. This money will be wasted unless the Shire goes back to the beginning of the process and runs a series of workshops along with the Delegate Progress Association which enables interested people to contribute to the development of an appropriate plan. If the current residents don't like the streetscape dealt to them, they will not stay and an influx of new residents is certainly not on the horizon.

I hope that the comments made at the meeting will be taken in to account. However, these are too ad hoc to be a coherent response to the plan and so, unfortunately, will be the written responses, of which this is one. That is why I am advising a return to the beginning with these steps along the way. This is only an indicative outline of standard process – it would need to be adapted to Delegate’s particular issues.

1. A vision for the town. What do people who live in Delegate want their town to look like? How do they see its relationship to the region of which it is part (including East Gippsland)? This is a standard exercise employed by most local governments in community planning which provides a basis for the consultant’s reports. It is likely to include the recognition of the town’s assets and challenges and begin the task of enhancing the former and addressing the latter.
2. It helps if there is a group recognised by residents as ‘their’ organisation to represent residents’ views and act as conduit with local government. New people can be added to a subcommittee with the specific task of developing and implementing the plan.
3. The vision is then followed up by establishment of priorities to develop a stepped approach for governments to work with.
4. At all stages, the community must be kept informed. It will only work if there is real ownership of any changes.

Comments on the plan as it currently exists.

1. I would like to see the data the plan is based upon as there is no evident need for a new large truck parking and turning area beyond the current provision for parking in the main street. Perhaps Shire officials know more than local residents about this? The movement of pines from plantations in Victoria will be a short-lived phenomenon able to be dealt with by temporary provisions, not the installation of infrastructure that will endure long after the industry has moved on.
2. The Bombala Shire has been working through a series of steps identified by residents and captured by the Delegate Community Plan. This includes basic measures like extension of footpaths, paving of roads and upgrading the drainage. This plan doesn’t appear to incorporate these measures and build on them; instead it may impede the further improvement of these basic amenities. <https://www.bombala.nsw.gov.au/documentcenter/view/1149>
3. The plan indicates there has been no analysis of demographic data – for instance, Delegate is an ageing community which needs easy walking routes and safe roads.
4. The plan does not refer to tourism plans for the area. Both East Gippsland and Bombala Shire participated in extensive exercises to identify areas of future tourism development. Some relevant plans include:
 - <http://www.bundianway.com.au/Master%20Plan%20Bundian%20Way%20project.pdf>
 - <http://destinationgippsland.com.au/images/stories/reports/draft%20gippsland%20tourism%20master%20plan%20-%20may%202013.pdf>
 - http://www.esc.nsw.gov.au/living-in/about/tourism/tourism-marketing/Eurobodalla_tourism_marketing_-plan_-2016-17-published.pdf
 - <http://www.environment.nsw.gov.au/resources/parksecopass/grants-coastal-wilderness.pdf>

Delegate as one of the few towns in the area – the nearest Victorian town with services, Orbost, is two and a half hours drive from Delegate – and is a key stopping place for tourists to refresh themselves and their supplies. There is no recognition in the Plans of Delegate’s connections with the world.

5. The drainage issues raised at the public meeting provide an opportunity to enhance the visual landscapes of Delegate. While kerb and guttering may be essential to drain streets and footpaths, this water can be directed to a wetlands to encourage back some of the birds lost to Delegate through extensive clearing and planting of inappropriate species. It is always a shock to people coming from Victoria's forested East Gippsland to encounter the bare landscapes of Delegate where small birds are unable to prosper in the denuded landscape. Bombala Shire was not always assiduous in following state guidelines about vegetation retention and restoration in road building and other developments – but here is a chance to begin to redress the decline in native vegetation.
6. The main street of Delegate is of adequate width. An obvious lack is shade trees and it is ironical to see that the few mature trees that remain are eagerly sought for parking on hot days. Attention to some of the neglected buildings and empty blocks would be a more worthy focus of the Shire's attention.

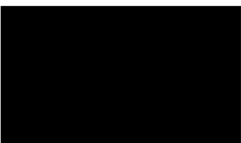
Concluding remarks

It is wonderful that there is money that can be directed to improving the amenity of Delegate for its residents and visitors. Such an opportunity is unlikely to come again. I implore that the allocation of these funds be carefully considered and that the people who will be affected be given a key role in the process.

I seek assurance that the comments of local citizens will be given serious consideration and that we will be given evidence of this. Otherwise I fear that the relationship between Delegate and its new Shire will be characterised by conflict, an outcome that benefits no-one.

1

Submission: Strategic Concept Plan SK02 SK03 Delegate Town Centre



October 2016,

My qualifications to make comment are that I am a resident of Victoria Parade, Delegate and that I have relevant formal training i.e. Master of Sustainable Agriculture (University of Sydney), Bachelor of Agricultural Science, Diploma of Corporate Financial Planning. I have received recognition from both Commonwealth and State Governments in the form of 'Exporter of the Year'.

I make this submission on three counts,

1. **The quality of life for the residents of Victoria Parade** will be severely impacted by the proposed development plan. There is also a major flaw in the consultation process in that there has been no information given about the precise flow-on effects of the proposed changes viz. traffic in Victoria Parade.
2. **The lack of a holistic approach to development in the Delegate area** that is consistent with the long-term goal of expanding both cultural and eco-tourism expressed principally by the 'Men from Snowy River' history and the Bundian way project.
3. **The already demonstrated poor outcomes for Delegate** when economics are prioritised over society (and environment) illustrated by the demographic change subsequent to the expansion of pine plantations.

Regarding 1. Traffic and Parking control and the impact on residents of Victoria Parade.

Although not yet explicitly stated it appears that it is proposed that,

- Log truck traffic is to be directed along the residential street Victoria Parade. This will involve widening. Once streets are widened traffic speeds up especially in the absence of police. This rerouting will cause loaded log trucks coming from the South to make two extra right angle turns to access the main road thereby increasing noise to residents and the danger of lost loads on residential streets as trucks negotiate right angle corners.
- That there be a truck parking area and turning circle in Victoria Parade directly opposite residences. There is no recognition of the impact of noise, fumes and lighting on residents especially at night and early hours of the morning.
- That there be an adjoining car park close to the hotel further impacting the residential nature of Victoria Parade.

These proposed changes mean that a proportion of Delegate society will lose the quiet enjoyment of the environment in which they have chosen to live and invest. The investment of individuals in their property and future wellbeing should be regarded as at least as significant and valid as business

investments. To regard Victoria Parade as a truck route means that once again the needs of the logging industry is to take precedence over, and control, the lives of ordinary people without providing one iota of direct benefit to them.

If the need has been identified to provide additional parking for the benefit of the town's businesses it should not only be convenient to clients of those businesses but also be provided by those businesses as is the norm in other jurisdictions.

I suggest that there is sufficient

1. Vacant land adjoining the hotel with long access along the lane that is currently undeveloped and privately owned and on the market.
2. Land behind the café and the RTC/GALLERY that could share an access and be jointly developed for parking giving good access to any future development of an outdoor dining deck taking advantage of the northerly aspect behind the café.
3. Under-utilised land behind Lewis's Garage for their customers' use that already has a side and back entrance.
4. Land behind Stewart's garage that is currently a clutter of wrecked cars that could be cleared for parking.
5. Land adjacent to and owned by the general store that would provide convenient parking for shoppers.
6. A through corridor within the Landmark property for loading and servicing customers that is not used as Landmark, a well-resourced company prefers to appropriate the public space of the laneway to conduct storage and its business.
7. Service area at the showground entrance for a truck and commercial vehicle stop that is better sited, especially if night rest parking is envisaged. Again the written plan is silent on the matter that is discussed verbally.

The provision of additional parking by town businesses on their own premises will facilitate the introduction of parallel parking on the main street giving plenty of lane width for any anticipated increase in truck traffic.

It is inequitable to push the burden of the economic development of these businesses onto the residents of Victoria Parade as proposed. In other jurisdictions business owners are required to provide parking. Tourist towns in Victoria such as Trentham, Woodend, Lancefield and Daylesford have conserved their unique streetscape and function for locals in order to offer the tourist an experience that differs from the suburban norm.

Regarding 2. The need for a holistic plan that takes into account the competing needs of all the activities in the area. To ensure a sustainable outcome for Delegate there has to be a balance between society, economics and environment. The long term viability of Delegate depends on not only history and ecotourism but also maintaining and expanding its role as a hub for residents of East Gippsland. Continuing loss of services and convenient access to those that do remain in Delegate propels activity towards either Bombala or Orbost.

The concentration on the short term needs of the logging industry works against maintaining the village atmosphere so valued by tourists and residents. Servicing its needs is the source of influences that manifest as loss of environmental values as roads are widened and roadside vegetation cleared.

The future relies on visitors who come to see the Snowy River social history, natural areas and wildlife. Most of the local landmarks are now accessed through what can only be described as degraded landscapes and this is greatly disappointing and worrying to tourists. At present there is little acknowledgement of the impact this has on return visitation. The development of the Bundian Way Trail relies on an immersion experience of bush ambience and the Art Gallery relies completely on volunteers. Trail walkers will value the visual experience of landscape but will require also the physical comfort of shade from a treed landscape. This is a pressing concern of the developers of the Trail. Lost vegetation takes decades to repair as well as massive inputs of resources both human and financial.

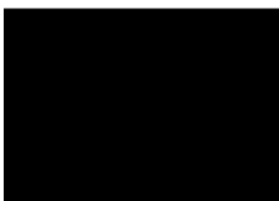
Regarding 3. Previous poor outcomes. Delegate residents have had experience in the recent past of economic considerations being prioritised over residents' needs and wishes and this has led directly to Delegate's decline. I refer to the depopulation resulting from entry of the pine plantations to support the timber mill that was promoted by Bombala Council. The policy of the investment company in the absence of regulatory control was to immediately raze the houses on the purchased properties eliminating the rental opportunities that served to maintain district population. Since 2000 depopulation has meant that Delegate has lost its

- Doctor
- Dispensary
- Hospital
- Bank
- Butcher
- Fruit shop
- Manned police station
- Post office
- Viability of the local school

Residents must now travel to Bombala for basic services. This is not only a financial impost on those residents who remain in the district but also continues to affect the quality of community life. It is the quality of a town's community spirit and capacity to volunteer that underpins the possibility and viability of tourism. Community spirit is suppressed when living conditions deteriorate particularly accompanied by a perception of loss of agency.

Concluding remarks.

The proposed streetscape emulates suburban aesthetics and does not maintain the unique qualities of this rural village. It prioritises investment of public funds for the benefit of a few specific business activities over the wellbeing of residents. The proposed parking arrangements do not confer convenience to customers of local businesses nor do they increase utility to tourists. Investment in small parking lots as suggested is more effective in achieving the goal of satisfying the needs of tourists and residents. Sustainable development balances the needs of society with that of economics in creating and maintaining sound environmental values that encompass noise and light pollution, traffic speed and the degradation of vegetation. These are real threats to the wellbeing of residents, their willingness to remain in the town as well as attractiveness of the area to the tourism trade.



Monday October 10th, 2016

To Karen Cash, Grantley Ingram, Dean Lynch and concerned staff;

Re: Delegate Main Street Submission

I attended the meeting in Delegate last week about the Main Street Proposal. I also attended the 4 pm meeting for the Street Walk with Grantley, Penny and Dianne. I had been personally invited by Grantley that day, so was unprepared for rushing into any input at the time. On reflection I have thought more about the proposal.

Firstly I would like to say that much of what was said apparently on behalf of the community did not necessarily represent all of the population. I found it frustrating and negative, just calling it how I saw it. Hence my letter today.

I was the only parent of children under 15 at that meeting. I have a 10 yr old and 5 yr old. I would like to put my input into this proposal for their generation since many others were not necessarily thinking that far ahead. I think this is our chance to leave a legacy worth something to them.

I personally feel that removing the trucks from the main street, whether 10 or 50 of them, would be a fabulous idea. My children have gone to school at the local preschool, and traffic tends to go way too fast past this section of the main street. My children will probably go to high school in Bombala on the bus. The bus stop is in the main street and traffic should be slowed down here also. It is not only the log trucks, but there are also cattle trucks, horse floats on Campdraft weekends, and delivery trucks to think about here.

The comment of "no wants to see the wide streets of Delegate go", I think that to replace some of that tar with green grass and some shrubs would be much more beneficial idea and would certainly beautify the grey mains street that currently exists. It would help to have wider nature strips outside the preschool and the hall for start, and definitely at the bus stop.

I have been involved in buses attending the School of Arts Hall for the History Room presentation, and to have better bus parking for what seems to be prominently older visitors and also disabled visitors, it would be more beneficial to have reasonable disabled parking, footpaths and access at this point. A place where we can get our children out of the cars safely is also a reasonable request.

There are some beautiful red Crab Apples flowering at the moment around town, these would give colour, attract birds and native bees, which would help pollinate other fruit trees that local may have in their back yards. This being a part of the attraction of living in a country region. The Crab Apples are a beautiful red colour, I think they would set us apart from other local towns such as Bibbenluke

that have pink Crab Apple Trees. Another idea would maybe that could be considered would be a native blossoming tree or shrub, such as Snowy River Wattle. This would integrate with the Bundian Way and the connection with our historical Aboriginal Heritage.

I am the founder and main representative of Platypus Pals, the local environmental group. I would love to see some interpretive signage about not only the platypus but also the other local animals and birds that can be found in our region. We live on the doorstep of the beautiful and natural Errinundrah and Snowy River National Parks. Keeping in theme with the natural beauty and attractions would keep us further connected with the Bundian Way.

If the truck parking were to go ahead, (I personally am in favour of keeping the heavy traffic out of the main street), and there was the access walk way through from the parking area to the main street, this would be a fabulous place to move the horses to or to otherwise place a beautiful Aboriginal art work here to represent their contribution to our history of this region, creating more integration.

I agree that guttering needs to be finalised in the main street, and the Memorial Park gets way too wet and the storm water drainage needs to be tended to here.

I would like consideration to go into the future lighting of the town, and the possibility of solar lighting. The poles would be a great opportunity to connect with the aboriginal heritage, such as painting them with aboriginal artwork, or some such attraction instead of being an eyesore.

There is a lot of street run off into the drainage at the back of the main street which ends up in the Delegate River, so some serious thought into lovely bins that represent a more natural theme would be great so as there is less rubbish ending up in the river and as we know eventually into the ocean at Marlo.

As a part of the Platypus Pals I know that there has been a wish list of the Platypus Walk to eventually be extended to follow the river all the way to Bill Jeffrey Park, and as Vice Chair of the Delegate Public School P & C, there are desires to enhance the school grounds with Bundian Way opportunities. Such as Endemic and Native plantings and gardens and signage that reflects the natural surroundings of the town, thus allowing for interpretive learning and future possibilities for learning, connecting and sharing of knowledge and Bush Tucker opportunities.

There is no signage in the main street to say where the Platypus Walk even is. There is a footpath up Campbell street, too continue this path another 100 metres to the Platypus Walk entry on William Street would not take a lot. The River access has been opened up over the past couple of years with willows being removed. There has been successful native tree and shrub plantings throughout the river in stages. Now is the opportune time to move on this opportunity also if there is scope to work on this.

The Cenotaph is probably in need of a safer place for people to stop and visit it. Visitors to the town seeking family history information will and do stop here to seek out family names and it is not a much loved area of our history unless it is April 25 or Nov 11. But it should be looked after all year round and some work done to upgrade its image, possibly with seating and paving with some safe parking area. Should consideration be to move it to the Memorial Park where most of the Remembrance celebrations happen anyway.

We have an opportunity to make a difference to the future of our town for the future of our children and their children. I would hate to see these opportunities not be taken right now.

Thank you for your time. Thank you for including our town in the future of the newly developed shire. I believe we have a lot to offer and it is a great opportunity to move forward with so many developments that will make a difference to the economics of our town and the security of our Preschool and Public school and other town facilities for many years to come.

I am happy to talk further on any future planning developments should this opportunity arise. I look forward to the positive changes that we are able to make coming into the next generation.

Yours sincerely

A solid black rectangular box used to redact the signature of the person.

Rate payer, Committee Member of Delegate Public School P & C, Platypus Pals Environment Group and overall town volunteer and contributor.

[REDACTED]
Sent: Thursday, 20 October 2016 9:31 PM
To: Delegate Progress Association
Subject: Email to council

To Dean Lynch and Snowy Monaro Regional Council

Re Submissions from community in reference to Delegate Streetscape

In reference to your email of Monday 17th October 2016 the Delegate Progress Association seeks clarification of the following points.

- We were NOT aware that we had to make a submission by the end of this week! Our understanding from the public meeting on 6th October in Delegate was that the ideas coming from that meeting were to be collated and then returned to us for consideration at a further meeting. The process would then be that a prioritized list would be submitted to council.
- We are concerned that the LRC and 'council staff' will be informing and determining priorities. These people will not be locals and are unlikely to have a full understanding of our local needs. We have seen little interest from the LRC to date, in the Delegate community.
- We are concerned that the consultant will have a final say on the outcome. He/she has shown scant understanding thus far, of a small rural community.
- We have not yet received any communications from the council concerning the October 6th meeting so have not been able to include all ideas in the attached submission.
- We still have NO idea about the scope of the costings for the streetscape. It is difficult to provide a realistic outline of what we would like to see done in our town when we have NO financial parameters to guide us.
- We question the apparent HASTE of this process which could minimize local public input. This would be an inevitable result of the process which goes against the assurances we were given on October 6th.
- Please assure us that our voice will be heard and that WE have the best informed interests of our community at heart.
- A quickly written submission is attached. We would appreciate the opportunity to prepare a more carefully crafted document

[REDACTED]
On behalf of the Delegate Progress Association

DELEGATE STREETSCAPE COMMUNITY SUBMISSION

There are 6 areas of concern for the Delegate residents all of which need to be addressed in order to enhance our small town both to attract new residents and to attract tourists. These are listed in a priority order but would all need to be adequately fixed as soon as possible.

1 Town drainage issues.

There is little point in work done on any other project if the drainage problems are not addressed as good work could be ruined by one extreme weather event.

- a) All storm water in all streets should be directed into the creek/channel running through the town in a substantive and effective way
- b) Particular attention needs to be paid to Church Street and Orr Street where there are no gutters.
- c) The storm water channel needs repairing and upgrading
- d) Proper drainage for the Memorial park which becomes waterlogged after rain. This is a site necessary for visitors to the town
- e) Kerbs and guttering need to be repaired and extended from the Snowy River men monument to the sculpture at the Northern entrance to the town.

2 Re sealing and re cambering roads

- a) the main street to outer town limits
- b) Re aligning and Sealing road to Showground
- c) Sealing road to Caravan park

3 Footpaths

- a) Footpaths extended from Snowy river Men monument to the sculptures at the Northern end of town
- b) Footpath widened and upgraded in front of businesses and heritage buildings, particularly those difficult to maintain with mowing. Where trees have been planted paths designed to include them.
- c) Provision of disabled access from the road to footpath at all public and business locations
- d) Upgrading of aprons at service stations
- e) Footpath at end of Platypus Walk to Orr Street

4 Heritage Concerns

A strong heritage focus will drive tourism in Delegate with Indigenous, Chinese and European historical values underpinning our town planning. The Bundian Way walking track is an exciting direction for the future. At the same time we can build on a shared history of the agricultural industries and the gold mining era. Our town character is almost untouched early 20th century and we wish to maintain this. We are unique, we are not a suburban shopping precinct and we wish to direct the tourist interest to the richness of our past, either 40,000 year indigenous walking tracks or 19th century small country town. Any project will be directed to tourist appreciation of this.

- a) Improve signage throughout the area.
- b) Develop a distinct heritage style for all of the signage
- c) Have signs at major intersections in Bombala and at the Cann River turnoff, directing tourists to Delegate and the scenic route to Orbost

- d) Within Delegate clear signposts to heritage attractions eg School of Arts, Settlers Hut, Aboriginal reserve, Galleries, Chinese Tunnel, Men From Snowy River monument, Old buildings, the historical churches etc
- e) An information bay with pillars (ref. Bredbo War Memorial) detailed information, directions and photos, Site to be decided.
- f) Improving the entry points to the town. A stone sign, plantings at the sculpture etc.
- g) Renovating of old buildings in Delegate (heritage funding? support from council in seeking this)
- h) Improved lighting at the monument, upgrade of site.
- i) Continued work on signage and way points for the BundianWay.

5 Showground and Caravan Park

Accommodation is a continuing concern. Delegate is already stretched to limits to provide adequate and appropriate accommodation.

- a) Provision of cabins at the caravan park
- b) The upgrading of facilities at both the Caravan park and the showground
- c) Covered walkways and areas at both
- d) Improved access

6 Truck parking

- a) Overnight parking and turning circle at the showground entrance
- b) Clearly designated truck parking and caravan parking in front of memorial park
- c) Otherwise angle parking throughout the main street.

SUGGESTIONS FOR STREETSCAPE PLANS DPA

edited & expanded by [REDACTED]

Main Street

- Some Autumn /Spring colour plantings as backdrop to Brumbies sculpture. Garden bed with snowgums behind. Make this as a feature as you enter Delegate.
- An attractive signs at town entrances (possibly stone) Input to signage – colour & style. Feature both ends of Delegate. Settlers Hut. Approach.
- Signage indicating various sites in town e.g. “Platypus Walk” and Bundian Way Gallery, Settlers Cottage etc. Promote RTA office as Information centre with two Galleries. Redo Sign to Bill Jeffreys park. It has become an eyesore. And/Or use banners as per Rowan’s suggestion.
- Front to curb parking in main street except for caravans, trailers next to Memorial Park. See modified map.
- Car Access - angle parking to **cafe** is more important than outdoor setting on COLD south side of Cafe.
- Provide Pram & Wheelchair access to School of Arts & Preschool. At present access is only at the end of the street c. 75m to corner or a private driveway west side c. 55m. Many buses visit School of Arts & some people are in wheelchairs. (modify gutters) Consider disabled access to all shops. (consult with elderly and disabled)
- Footpaths and curb and guttering all the way down main street and repair broken bitumen. Not just patch up job on potholes.
- Fix drainage & install proper gutters/footpath in front of Delcotts
- Drainage - Memorial Park: is waterlogged after rain.
- 3, 7 & 8 could be used for better access to Land mark (Busy Lane - widen)
- DPA Concerns: Council purchase block next to Landmark—to be used as

walkway from Victoria Parade and to be kept mowed as at present it is always an eyesore full of long grass. Improve Access for loading at Landmark. Solve truck parking & turn around another way eg see other suggestions. Please be aware that Victoria Parade is an attractive street with large Eucalypts and it is a RESIDENTIAL area.

- Historic old buildings to be made a feature.
- Heritage theme: support with paint for those who own historical “old” buildings. Please choose colour scheme carefully. Research required. (Ideas about What is considered ‘Heritage colour’ change with the fashions and people are often misinformed. Investigate towns that have done this successfully.
- Improve lighting at Monument. Consider carefully placement of the “Rock.” Consult with RSL again.
- Showground entrance needs more regular maintenance or bitumen service as it is always full of potholes. (250 cars coming in October) Delegate Show, Ponyclub, campdraft etc
- Removal of *old* pine trees at eastern End of town.
- Seal road to camping ground.
- Street lighting: Not all orange lights. White light /eco friendly that give good light. If orange is needed for fog consider alternatives.

DPA Other

Path at end of Platypus Walk on to Orr Street.

EMAIL SUBMISSIONS – Delegate



Sent: Sunday, 9 October 2016 2:49 PM
To: records; Delegate sub-Branch RSL
Subject: Bombala and Delegate Commercial Centres Designs

Dear Council,

I have just read with interest the plans for streetscape designs for Delegate and notice that the site of the current Cenotaph at Delegate is marked on SK02 Strategic Master Plan (key 3) for Refurbishment/Relocation and on SK03 Strategic Concept Plan (key 2) for upgrade of the park.

This documents are posted on
<https://www.snowymonaro.nsw.gov.au/858/Bombala-Delegate-Commercial-Centres-Desi>

I was unable to get to the meeting on Thursday due to prior commitments but as the current President of the Delegate sub-branch of the RSL, I am keenly interested in council plans for the Cenotaph area.

Can you please outline what the council is actually proposing to do to this area and if relocation is being considered, where to.





Sent: Friday, 21 October 2016 3:26 PM
To: records
Subject: Submission Draft plans Delegate Commercial Centre Design SK01-04

To the General Manager

In regards to the Delegate Commercial Centre Design and the draft plans Sk01 through Sk04, I suggest that they be disregarded completely and the money spent on upgrading mainly the roads, kerbs and drainage in the town to a level that the town wants, not to something based on the ideas of a 'fresh eyed' consultant with the aim to make the town attractive for tourists.

I attended the community walk through after which i was left wondering when if ever the consultant had been in Delegate, why truck and RV parking was so vital and where

are the thousands of tourists going to come from? In short there are major drainage issues where the truck/carpark is located, this is exacerbated during storms and though we've had fairly good rainfall, we haven't had a bad storm in months, the lane between the houses and the location was under water on the day, Victoria pde is not wide enough for a car to pass a truck comfortably let alone two trucks passing, the road near the cenotaph suggested as a pedestrian walk way is an access road for the fire engine, the town wants kerb and guttering that functions doesn't just look pretty (Bombala shop keepers already have trouble with water backing up at kerbed garden beds surrounding pedestrian walkways in the main street), the townspeople maintain all the garden beds voluntarily (with instructions we can put in what we want but the town must maintain it as council will not) extra landscaping needs to be thought through carefully as it is doubtful the town would continue to maintain someone else's grand vision. There are more issues with these draft plans mostly covered at the community meeting and larger issues surrounding the way in which the community was consulted and inform about the plans and walkthrough/meeting as well as the push to spend money quickly and on 'beautifying' our town.

As at the town meeting all agreed the main road needs resurfacing, I believe this should extend to sealing the road to Bill Jeffreys park, the show/sportground, and the RFS Station. A dirt or sealed carpark could be would be useful at the entrance to the sportground and also could with signage be used for stock trucks and caravans to turn when they realise they are going the wrong way, instead of stopping traffic at currawong rd turn, the sealed road could extend to the RFS station to create a loop. The major drainage issues in the town need to be identified; one is the Church st and the main st corner at Delcotts and another is the drains on the main st releasing water into memorial park causing areas of the park to be unusable and waterlogged even in summer. This park does attract many tourist as well as locals and needs more attention spent on it to make it an inviting usable space.

Disable access in the town needs to be address with wheelchair/elderly access points needed along the kerb at regular and/or key areas like the general store and School of Art and footpaths need to be inspected, maintained, upgraded and extended. I suggest a nose in carpark on Campbell st outside the public toilets with disable parking close to the toilets with easy access to the RTC and cafe building as well as inspection and maintenance work on all footpaths with the plan to extend and link major features of Delegate ie the platypus walk, Bill Jeffreys Park and to the accommodation at the old Nurses cottage.

I believe money should be spent linking the major and most used areas of the town and making them accessible to the townspeople, their visitors and for the people passing through. I believe that the people of Delegate want value for money and functionality with thought to be given to maintenance and longevity.

Delegate is a unique town close to remote areas; we already have a steady tourist trade without counting the numerous relatives or old acquaintances in town, we are proud of our town and would like a spruce up but not so much the tourism makeover.

Delegate can be a harsh place with some incredibly wild country, we are not just a place you pass through (unless your GPS is malfunctioning) we are a community on the edge of wilderness who are well use to the realities of limited government and emergency services, poor mobile coverage, severe weather conditions, wildlife on potholed roads and non-potable water. Thought should be given not only to making the town a nice place to visit but as a vital place to receive information and gather advice on local conditions. Those from away have little idea of the remoteness and landscape, locals make do and often help those from away, but do not look forward to the numerous situations that arise in this area due to people not being aware of the rugged country they are in. This was clearly shown during the last fires in the area with people from away driving towards large fires without even knowing and limited or inaccurate information for locals.

Please show Delegate the respect of asking and listening to us, plans look nice on a piece of paper but clearly mean nothing if no thought has been given to local conditions, practicality and functionality.

Regards



Delegate

COMMENTS FROM PUBLIC MEETING HELD ON THURSDAY, 6 OCTOBER 2016 AT DELEGATE SCHOOL OF ARTS CONCERNING PLANS FOR DELEGATE STREETSCAPE

Parking

- Generally no support for parallel parking
- Maximise parking area near pub and cafe
- Suggested truck parking area could also be a car parking area
- Truck parking area at Memorial Park was considered OK by some

Entrances

- Entry point to town to begin at sculpture - trees and interpretative signage needed here
- Men from Snowy River March to be included in entry feature
- Bonang entrance needs to be considered as well
- Should be an entry point at both ends of the town

Signage

- Needs to be upgraded
- If developing a map/interpretive signage of Delegate & surrounds please ensure that Victoria (Bendoc and Tubbut areas) are included
- Signs needed in Bombala pointing to Delegate

Footpaths/Road Pavement

- Main street pavement needs repairing
- Good quality footpaths with kerb and guttering required all the way through the business area of town - maybe not the same as Bombala as too difficult to keep clean
- Wheel chair access also needs to be considered
- Footpath to be extended to take in Bill Jeffreys Park and to opposite the cenotaph
- Steps in front of General Store need fixing
- Not in favour of main street being narrowed

Truck Traffic

- Not seen as an issue in the town by some

Other Comments

- Uniqueness of Delegate needs to be kept
- Road between Delegate and the border needs to be completed to encourage tourism
- Cabins required at Bill Jeffreys Park
- Power lines to go under ground

- Drainage needs to be fixed at Memorial Park
- Shop fronts of old shops need to be upgraded - Heritage Fund could assist with this
- Plan for tree plantings to be developed
- Would like to see School of Arts and story of The Men from Snowy River theme developed
- Maintenance of gardens in main street is carried out mostly by volunteers

COMMENTS FROM TABLE

Streetscape Plans

- Agreed with making area beside Landmark as a walk way plus seating for eating- suggested that a large map of town and district be included here.
- Did not agree with eating area outside the cafe would be better across the street beside Landmark.
- Would be good if block beside pub was cleaned up.
- Lighting needs to be improved at the monument.
- Truck parking area is worth considering . trucks do park in the main street & behind pub & this could alleviate problem

Streetscape - Other Comments

- Street signs are needed in certain areas.
- Plaques to be placed on historic houses in main street - lead to a history walk being established.
- Signage at both entrances to town needs to be consistent (with heritage aspect)

Sculpture

- Interpretative signage required
- Surrounds of gravel or pebbles

Footpaths/Road Pavement

- Seal road to Bill Jeffreys Park
- Footpath to Bill Jeffreys Park
-

Other Comments

- RV dump point needed at caravan park plus sign saying we are an RV Friendly town.
- Signage required at Memorial Park advising No Camping in Campbell Street
- Barricades required on Campbell Street side of Memorial Park to deter people from driving in the park.

- Lane in front of tennis courts (from Jean Mannings to Showground) need drainage to the creek
- Entrance to Sportsground and road in Sportsground needs grading and gravelling/sealing
- Orr Street needs sealing
- Creek needs concreting between the Bomba la Street and Craigie Street similar to that part already done
- Powered sites at caravan park need upgrading

Notes from Groups - Delegate

Build a bridge first at Delegate River

Need to stabilize Victoria Parade, and sort out the monument road

Need to widen then lane beside landmark for deliveries.

The fuses would be good near the cafe doesn't need to be out too far and take up the room on the room. Zebra crossing.

Need to provide a truck park near the general store

Like wide street, mature trees, like the gardens that have color.

Snowy March? Keep it Bombala Street,

Upset about the lack on consulting

Start offpoint at the centers, not the hall.

RSL doesn't like the rock at the monument, have a list of all the people that marched from here. All on one plaque. 145 people they picked up along the way.

Relocate horse sculpture, no leave it and make it nice, and have another thing like bomb at the top of native dog, stone and solid, plague with start of the snowy March eg.

More signs at round about, and turn off to highway, gateway to erinundrah buck an and Mckillips bridge and bendoc bundian way (only town) eg

Short term parks b double, the proposed park place will be safer, is there another way that doesn't use Victoria parade, short term near general store, near park too.

Truck turn and overnight park at entrance to show ground, sort out the entrance

Kurrt and gutter and drainage at the park and the street and bins first priority

Signage entrance, interruptive signage bundian and platypus.

Footpath from street to platypus walk with signs at the park.

Aboriginal land to continue walk over their land.

Ramp and steps and handrails at the store

Bombala STP Upgrade meeting 22nd July 2016

Held at snowy Monaro Council, Bombala Branch office and on Site

Attendees – Gnai Ahamat (SMRC), Matthew Rizzuto (EPA), Mark Rixon (SMRC), Nigel Sargent (EPA), Peter Sullivan (SMRC), Larry Greentree (DPI-Water), Greg Searle (SMRC- Rep)

Meeting started at 11:00am

Discussion in Office

1. Whether the STP is optimised or augmented, effluent must meet the following criteria
 - o ANZECC guidelines
 - o Sensitive waters standard
 - o Plant must be robust to meet effluent quality limits, percentiles and maximum values consistently.
2. Monitoring to understand receiving waters
 - o Greg to coordinate monitoring program to understand current:
 - Plant influent and effluent characteristics and results
 - Receiving waters with upstream and downstream sampling & analysis with clear input from Larry & Matthew.
 - o Once receiving waters quality is known, Greg to put forward plant effluent quality parameters with limits both in percentiles & maximum values to Larry and Matthew to then agree if the plant is to be optimised or augmented.
3. It was discussed that a Review of Environmental factors or a Environmental; Impact assessment be done. Greg will coordinate works.
4. State Government funding may be a slim possibility, Greg to look into funding criteria and see if can be achieved.

Site visit

5. It was obvious to all attendees that plant is under loaded and potential to optimise current processes but decision to optimise or a complete augmentation will depend totally on receiving waters analysis to clearly state STP effluent quality requirements.
6. If Optimisation is possible, there are a lot of issues that could be considered, such as:
 - o Cover inlet and seal digester for odour issues
 - o Put second trickling filter, Imhoff tank and second clarifier on line
 - o Install a humus pump to recirculate the trickling filter effluent back to head of the works so is treated 2-3 times through two trickling filters instead of a single pass through one trickling filter as is currently the case which would considerably improve effluent quality.
 - o Greg put forward that if the only issues would be then Suspended Solids, Ecoli or Algae then a final effluent filter with UV could be considered and decommission the current maturation pond.

Meeting closed at approximately 1:00pm

Delegate WTP meeting 22nd July 2016

Attendees – Gnai Ahamat (SMRC), Mark Rixon (SMRC), Peter Harrington (NSW Health), Peter Sullivan (SMRC), Larry Greentree (DPI-Water), Greg Searle (SMRC – Rep)

Meeting started at 1:45pm

Discussion in Office

1. Water Infrastructure/system needing new assets or existing requiring an upgrade:
 - o New Water treatment plant
 - o Need for second reservoir or not
 - o New water meter installation
 - o Replacement mains and service connections
 - o Pump station, some assets – refurbishing/replacement
 - o Land acquisition
 - o Approvals
 - o Pipeline replacement from Pump station to Reservoir.
2. It was discussed that the mains and service connections will probably be deferred until later date.
3. State Government funding may be a slim possibility; Greg to look into funding criteria and see if can be achieved.
4. Size of treatment plant to be agreed
 - o Greg to coordinate discussions
5. Type of treatment plant will depend on raw water sampling and analysis results
 - o Greg to coordinate water quality testing
 - o Snowy Monaro Regional Council is looking at the same process design/technology of Dalgety Water treatment plant as a good option for Delegate WTP.

Site visit

6. Pump station remediation works may include the following:
 - o New floating weir
 - o Chlorine system upgrade
 - o Rising main to reservoir very corroded
7. Water treatment plant /Reservoir site
 - o Discussion on capacity of reservoir/s required taking in to account that usage will decrease once meters are installed.
 - Need to include plant feed/balance tank as part of project, size to be determined
 - o Discussed possible location of new treatment plant and layout e.g. sludge lagoon, boundary, electricity connections,

Meeting closed at approximately 3:20pm

SECTION 60 APPROVAL | WATER OR SEWAGE TREATMENT WORKS

Application process for 'design and construct' projects

To apply for Section 60 approval for proposed local water utility water or sewage treatment works where the design and construction of the works will be carried out by a contractor, applicants should follow the process outlined below.

Step		Local water utility	NSW Office of Water
1	Initial consultation	<ul style="list-style-type: none"> Contact the Office of Water about the identified problem and the proposal to investigate the need for water or sewage treatment works. 	<ul style="list-style-type: none"> Send an acknowledgement letter to the utility. Provide advice to the utility about the options study required for the proposed works. Meet with the utility for discussion if needed.
2	Options study	<ul style="list-style-type: none"> Provide a draft options study report to the Office of Water. Arrange revision and finalisation of the report, incorporating comments from the Office of Water. 	<ul style="list-style-type: none"> Review the draft options study report. Provide comments to the utility. Meet with the utility to discuss the comments if needed. Endorse the final report.
3	Concept design	<ul style="list-style-type: none"> Provide a draft concept design report to the Office of Water. Arrange revision and finalisation of the report, incorporating comments from the Office of Water. 	<ul style="list-style-type: none"> Review the draft concept design report. Provide comments to the utility. Meet with the utility to discuss the comments if needed. Endorse the final report.
4	Specification	<ul style="list-style-type: none"> Provide a draft specification documenting the performance requirements of the treatment works to the Office of Water. Arrange revision and finalisation of the specification, incorporating comments from the Office of Water. 	<ul style="list-style-type: none"> Review the draft specification. Provide comments to the utility. Meet with the utility to discuss the comments if needed. Endorse the final specification.

5	Tender	<ul style="list-style-type: none"> • Provide the technical details of the preferred tender to the Office of Water. • Complete the tender review process. • Award the contract after receiving endorsement from the Office of Water. 	<ul style="list-style-type: none"> • Assist the utility to review the technical details of the preferred tender. • Provide comments to the utility. • Meet the utility to discuss the comments if needed. • Endorse the utility's preferred tender if suitable.
6	Detailed design	<ul style="list-style-type: none"> • Provide a detailed design report with the contractor's key design details to the Office of Water. • Address all issues and design changes raised by the Office of Water. 	<ul style="list-style-type: none"> • Assess key aspects of the detailed design to ensure it has adequately addressed all of the issues and meets the requirements of a robust, safe, cost-effective and soundly based solution. • Provide comments to the utility and request essential changes. • Meet the utility for discussion if needed.
7	Section 60 approval	<ul style="list-style-type: none"> • Provide the amended detailed design report to the Office of Water. 	<ul style="list-style-type: none"> • Review the design changes made by the utility. • Issue Section 60 approval.

More information

Visit www.water.nsw.gov.au or, for water treatment works, contact Bill Ho, Manager Water and Sewerage at bill.ho@water.nsw.gov.au or on 02 8281 7326 or, for sewage treatment works, contact Robert Mitchell, Principal Policy Officer at robert.mitchell@water.nsw.gov.au or on 02 8281 7329.

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Disclaimer: The information contained in this publication is based on knowledge and understanding at the time of writing (December 2012). However, because of advances in knowledge, users are reminded of the need to ensure that information upon which they rely is up to date and to check currency of the information with the appropriate officer of the Department of Primary Industries or the user's independent adviser.

Published by the Department of Primary Industries, a division of NSW Department of Trade and Investment, Regional Infrastructure and Services.

Reference: 11690



Our reference:
Contact: Matthew Rizzuto (02) 62297002

Mr Joe Vescio
General Manager
Snowy Monaro Regional Council
PO BOX 714
COOMA 2630

Attention: Ms Gnai Ahamat
Manager, Water and Waste

Dear Mr Vescio

Bombala Sewage Treatment Plant Augmentation and Replacement

I refer to a meeting on 22 July 2016 which was attended by the NSW Environment Protection Authority (EPA), Snowy Monaro Regional Council (Council) and Water NSW to discuss potential options to upgrade or replace the Bombala Sewage Treatment Plant (BSTP). Council holds Environment Protection Licence 1752 ('the licence') for the BSTP.

The EPA supports Council's decision to undertake investigations to either upgrade or replace the BSTP as it is an old facility utilising out of date infrastructure and technologies that requires replacement. As such its environmental performance is significantly lower to that of other similar NSW facilities and does not meet contemporary standards for discharge into an inland river.

The EPA understands that Council is working to identify a solution to improve the quality of effluent that is discharged from the BSTP. To assist Council in determining whether its proposed sewage treatment infrastructure will be appropriate and likely to meet modern environmental requirements for the discharge of effluent to an inland river, the EPA provides the following comments and advice.

Current performance of the BSTP

The BSTP is the only sewage treatment plant that has been assessed as 'high risk' to the environment under the EPA's South East Region risk based licensing regime. The BSTP is located within a groundwater sensitive zone, on the floodplain of the Bombala River and discharges treated effluent into the Bombala River which has a broad range of environmental values.

As discussed during the meeting, the licensed performance limits for treated effluent were developed to reflect the best performance that can be achieved by the current BSTP technology and are unlikely to reflect the levels that will protect the environmental values and NSW Water Quality Objectives ("the NSW WQO") for the Bombala River.

The current licence limits for the BSTP are based on the performance capability of the trickling filter technology, rather than the contemporary discharge standards. Notwithstanding these current licensed performance limits, a review of annual returns submitted for the licence indicates frequent non-compliances with the limits over the past 10 years. These non-compliances are primarily in relation to exceeding levels for total suspended solids and biochemical oxygen demand in treated effluent at the STP. The EPA also notes that there are no licensed performance criteria for total nitrogen, total phosphorous and ammonia because the BSTP cannot reliably treat for these environmentally significant pollutants.

Asset Valuation Study of the current BSTP

Due to the close proximity of the BSTP to the Bombala River, the proposal presents a high degree of risk to the water quality of Bombala River and to the Snowy River catchment. In this regard Council will need to demonstrate that the design, operation and management of any proposed sewage treatment scheme are robust. The EPA recommends that as a priority, Council commission an asset valuation study of the current BSTP to guide decision making on the most appropriate option.

Modern performance standards for a sewage treatment plant

The EPA acknowledges the financial constraints on sewage treatment technology selection. However where there is a proposal to undertake a significant upgrade or replacement of sewage treatment infrastructure, the EPA considers that the infrastructure should be robust and generally capable of reliably delivering effluent that meets or is better than modern technology performance standards outlined in the table below.

Parameter	Accepted levels achieved by modern technology (for discharge to inland waters)
Biological Oxygen Demand	10 mg/L
Total Nitrogen	10 mg/L
Total Phosphorus	.3 mg/L
Suspended Solids	15 mg/L
Ammonia -- nitrogen	2 mg/L
pH	6.5-8.5 pH units
Oil and Grease	2 mg/L
Pathogens	200 colony forming units /100mL

Environmental values and Water quality Objectives of the Bombala River

In considering the most appropriate technology for the BSTP Council should also consider the potential impacts of effluent on the receiving waters. The NSW WQO and Australian and New Zealand Guidelines for Fresh and Marine Water Quality (ANZECC and ARMCANZ, 2000) ("the ANZECC Guidelines") provide the general framework to assess the potential impacts of a discharge on the environmental values of receiving waters.

The environmental values of water are specified in the ANZECC Guidelines and the NSW WQO for the Bombala River. In determining the environmental values of the Bombala River Council should also consult with relevant stakeholders including the local community, Department of Primary Industries (DPI), NSW Department of Health and the NSW Food Authority. Where possible, Council should utilise existing water quality data to refine any trigger values.

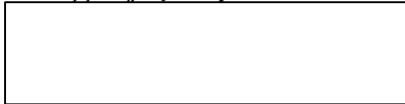
If the proposed discharge quality will not meet the NSW WQO, Council may also consider a site specific assessment and dilution study to confirm the potential size of the mixing zone under a range of flow conditions and to determine the edge of the mixing zone where the NSW WQO will be met.

The EPA recommends that, at an early stage in the development of this proposal, Council commission an analysis of the impacts of any discharge on the NSW WQO for the Bombala River. The EPA's general water quality assessment requirements are provided in Attachment 1 of this letter.

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If you have any queries or wish to discuss this matter further, please contact Matthew Rizzuto, on
(02) 62297002 or queanbeyan@epa.nsw.gov.au

Yours sincerely



MATTHEW RIZZUTO
Head of Operations Unit - Queanbeyan
Environment Protection Authority

ATTACHMENT 1 – Environmental assessment requirements for water quality

1. Describe existing surface and groundwater quality. An assessment needs to be undertaken for any water resource likely to be affected by the proposal.
2. State the ambient Water Quality Objectives and environmental values for the receiving waters relevant to the proposal. These refer to the community's agreed environmental values and human uses endorsed by the NSW Government as goals for ambient waters (of). Where groundwater may be impacted the assessment should identify appropriate groundwater environmental values.
3. State the indicators and associated trigger values or criteria for the identified environmental values. This information should be sourced from the ANZECC Guidelines for Fresh and Marine Water Quality (http://www.mincos.gov.au/publications/australian_and_new_zealand_guidelines_for_fresh_and_marine_water_quality). Indicators should be selected that are relevant to the issues in the waterway, as well as potential pollutants from the activity).

Where site-specific studies are proposed to tailor the trigger values to reflect local conditions, and the results are to be used for regulatory purposes (eg to assess whether a licensed discharge impacts on environmental values), then prior agreement from the EPA on the approach and study design must be obtained. For further information on site specific assessments refer to Section 3.

4. Describe the current state of the waterway (eg whether WQOs and River Flow Objectives ("RFOs") are being achieved, lake or estuary flushing characteristics and other environmental considerations, such as specific human uses (eg exact location of drinking water offtake), sensitive ecosystems or species conservation values);
5. State any locally specific objectives, criteria or targets which have been endorsed by the NSW Government.

Describe Proposal

6. Describe the proposal including position of any intakes and discharges, volumes and water quality of all discharge streams.
7. Identify and estimate the quality and quantity of all pollutants that may be introduced into the water cycle by source and discharge point, including residual discharges after mitigation measures are implemented. This should be undertaken for construction and operational phases.
8. The Environmental Assessment should demonstrate that all practical options to avoid discharge have been assessed and mitigation measures employed to minimise environmental impact where discharge is necessary.

Impact Assessment – predict impacts and environmental outcomes



9. Describe the nature and degree of impact that any proposed discharges will have on the receiving environment.
10. Assess the significance of any identified impacts including consideration of the relevant ambient water quality outcomes. Demonstrate how the proposal will be designed and operated to:
 - o protect the Water Quality Objectives for receiving waters where they are currently being achieved; and
 - o contribute towards achievement of the Water Quality Objectives over time where they are not currently being achieved.
11. The proposal should demonstrate how wastewater discharged to waterways will ensure the ANZECC Guidelines water quality criteria for relevant chemical and non-chemical parameters are

met at the edge of the initial mixing zone of the discharge, and that any impacts in the initial mixing zone are demonstrated to be reversible. The proposal should also avoid direct discharge impacts on ecologically significant areas and sensitive ecosystems.

12. If a mixing zone is proposed the EPA must be consulted early in the development of any mixing zone proposal. The EPA will advise the applicant under what conditions a mixing zone will and will not be acceptable, as well as the information and modelling requirements for assessment.
13. EPA recommends the project demonstrates that the area within the mixing zone will not contain:
 - o contaminants in concentrations that cause acute toxicity to aquatic life;
 - o substances that can bio-accumulate;
 - o contaminants in concentrations that settle to form harmful deposits (also in the far field);
 - o substances in concentrations that produce problematic colour, odour, turbidity or undesirable aesthetic impacts (also in the far field); and
 - o substances in concentrations which encourage undesirable aquatic life or result in the dominance of nuisance species.
14. The proposal should provide a rationale, along with relevant calculations, modelling or monitoring, (depending on the nature and scale of the proposal) supporting the predicted outcomes. The degree of investigation should reflect the risk presented by the activity.
15. Assess impacts on groundwater and groundwater dependent ecosystems.
16. Outline how total water cycle considerations are to be addressed showing total water balances for the development (with the objective of minimising demands and impacts on water resources). Include water requirements (quantity, quality and source(s)) and proposed storm and wastewater disposal, including type, volumes, proposed treatment and management methods and re-use options.

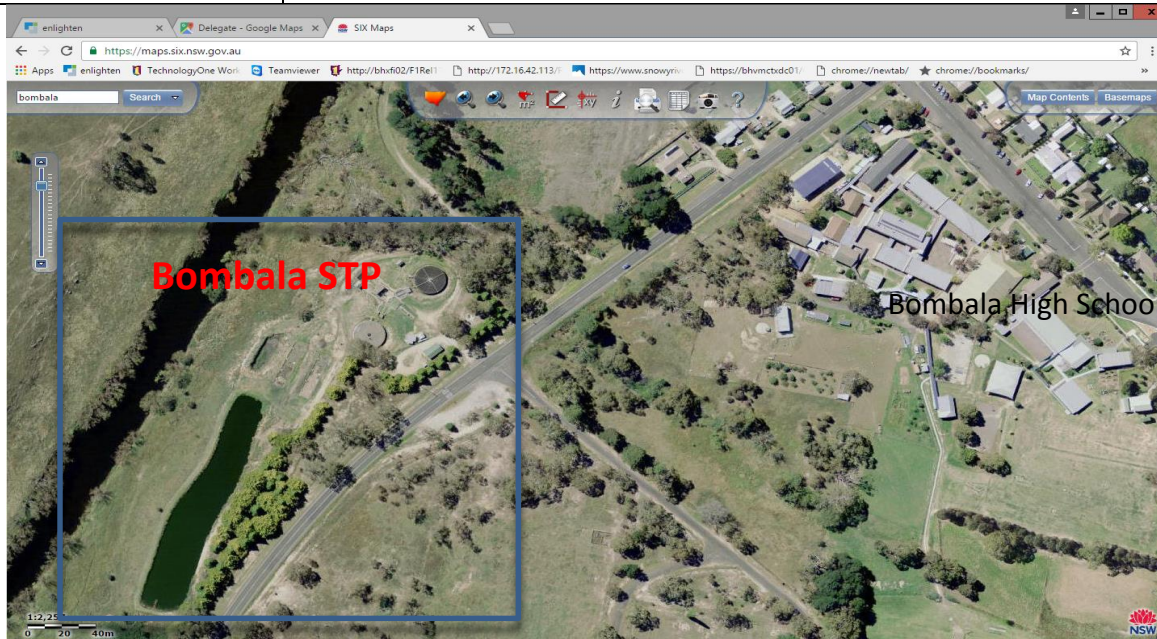
Management and Mitigation Measures

17. Provide rationale as to why the proposed discharge method represents the best environmental outcome and what measures can be taken to reduce the environmental impact.
18. Describe how stormwater will be managed both during construction and operation.
19. Describe wastewater treatment measures that are appropriate to the type and volume of wastewater and are based on a hierarchy of avoiding generation of wastewater; capturing all contaminated water (including stormwater) on the site; reusing/recycling wastewater; and treating any unavoidable discharge from the site to meet specified water quality requirements.

Project Name: Augmentation of the Delegate Water Supply			Classification
Project Description	Delegate Water Treatment Plant and Associated Works		Priority HIGH
Project Status	Preliminary Assessment	Estimated Project Cost	Stage 1- \$609,925 Stage 2 - \$631,000
		Estimate Delivery Time	24 months
Operational and Delivery Plan Link	OP 6.9 Implement Water and Sewer Capital Works Program		
<div></div>			
Project Scope <ul style="list-style-type: none">• Installation of Water meters and renewal of connections• Replacement of badly corroded rising mains from pump station to reservoir• Concept study for treatment plant for Delegate Water Supply• Design and Construction of packaged plant with raw water tank and filtration plant• Telemetry control			
Project Objectives <ul style="list-style-type: none">• Lifting of boil water alert• Community benefit from improved water quality		Project Exclusions <ul style="list-style-type: none">• Upgrades to Intake pump station and intake structures• Replacement of reticulation mains	
Quadruple Bottom Line Report			
Social	Well-being of the community from improved water quality		
Environment	All impacts are considered and mitigation undertaken through the REFs and the implementation of the REF. Reduce wastage of water through metering and charging for water consumption. Demand Management and control of water consumption.		
Economic	Reduced wastage of water and potential future income from charging for water consumption which to pay for the operations and maintenance of the water supply scheme		
Civic Leadership	Equity through provision of potable water supply which meets Australian Drinking Water Quality to all customers including Delegate		

	Pre-Concept Survey and Design Data (Completed)	Preliminary works – Stage 1 (Metering of properties and replacement of rising mains)	Stage 1 – Concept Study for WTP including REF	Final Design and Construction of WTP and associated civil works	Completion Works as Executed Drawings (Cost included)
Project Cost	\$15,000	\$594,925	\$15,000	\$631,000	-
Estimate Timeframe	2 months	9 months	3 months	12 months	-
Funding Allocation	From Water Reserves				
Delivery Method	Contractors				
Benefit Cost Analysis	>1; (1.78 with a discount rate of 10%)				
Income	Future Potential income from metered properties				
Expenses	Ongoing Operational expenses: \$25,000 (Based on filtration plant)				
Long term costs	Annual Maintenance Cost				
	Depreciation				
Reference Documents	NSW Public Works – Delegate Water Supply Scheme Upgrade Economic Appraisal July 2014				
Strengths <ul style="list-style-type: none">Staged approach to delivery of projectCost effective solution			Weaknesses <ul style="list-style-type: none">Lack of full time operational staff to operate and maintain facilityLack of consumption data leading to assumptions and over design of WTP		
Opportunities <ul style="list-style-type: none">Eliminate boil water alertRevenue neutral from the introduction of usage charges			Threats <ul style="list-style-type: none">Community not wanting to pay for usageOutbreak of disease		
Community Consultation					
Consultation with Regulatory Authorities	Meeting conducted at Bombala Council Chambers and on site on 22 July 2016. Followed by correspondence regarding S60 approval for the WTP and procedure for S60 approval. Authorities / Officer present : DPI Water / Larry Greentre, NSW Health / Peter Harrington Snowy Monaro Regional Council / Peter Sullivan, Mark Rixon, Gnai Ahamat, Greg Searle				

Project Name: Augmentation of the Bombala Sewage Treatment Plant		Classification	
Project Description	Replacement of Bombala Sewage Treatment Plant and Associated Works		Priority HIGH
Project Status	Preliminary Assessment	Estimated Project Cost	Stage 1- \$250,000 Stage 2 -\$400,000 Stage 3 -\$4,000,000
		Estimate Delivery Time	36 months
Operational and Delivery Plan Link	OP 6.9 Implement Water and Sewer Capital Works Program		



Project Scope

- Concept study of options for replacement of the sewage treatment plant in Bombala
- EIS for the replacement of the sewage treatment plant
- Replacement of the trickling filter plant with IDEA tanks or similar
- Replacement of inlet works to include grit chamber and step screens, introduction of chemical dosing for the removal of phosphorous, construction of new sludge ponds and introduction of UV treatment prior to discharge
- Conversion of the current maturation pond to emergency storage and stormwater detention
- Telemetry control

Project Objectives

- Improved effluent quality being discharged to the Bombala River
- Community health benefit from improved sewage disposal and removal of odours

Project Exclusions

- Upgrades to associated pump stations
- Replacement of trunk and reticulation mains
- Amenities buildings

Quadruple Bottom Line Report

Social	Well-being of the community from improved sewage treatment and removal of odours
Environment	All impacts are considered and mitigation undertaken through the REFs and the implementation of the REF. Removal of odours Improved water quality in the Bombala river and thereby the Snowy River.
Economic	Long term benefit from replacement of ageing infrastructure vital to the community.

	Attract businesses and residential development to the area.
Civic Leadership	Ensuring the community benefits from cleaner waterways

	Pre-Concept Survey and data gathering including load testing, consultation	Stage 1 Concept Study and EIS	Stage 2 Design and Tender	Final Construction and Commissioning	Completion (Works as Executed Drawings)
Project Cost	\$10,000	\$240,000	\$400,000	\$4,000,000	-
Estimate Timeframe	3 months	9 months	12 months	24 months	-
Funding Allocation	From Sewer Reserves / Grant funding / Loans				
Delivery Method	Contractors				
Benefit Cost Analysis	Currently not available				
Income	Future Potential income from metered properties				
Expenses					
Long term costs	Ongoing Operational expenses				
	Annual Maintenance Cost				
	Depreciation				
Reference Documents	Letter from NSW EPA; Load testing results				
Strengths <ul style="list-style-type: none">Staged approach to delivery of projectCost effective solution			Weaknesses <ul style="list-style-type: none">Lack of full time operational staff dedicated to operate and maintain facilityPoor condition of plant		
Opportunities <ul style="list-style-type: none">Eliminate offensive odoursImproved health and well-being of the community especially school children whose school is in close proximity to the STP			Threats <ul style="list-style-type: none">Outbreak of disease from polluted waterways and offensive odoursThreat to endangered species in the water ways		
Community Consultation					
Consultation with Regulatory Authorities	Meeting conducted at Bombala Council Chambers and on site on 22 July 2016. Followed by correspondence regarding S60 approval for the STP and procedure for S60 approval. Authorities / Officer present : DPI Water / Larry Greentree, NSW EPA / Nigel Sargent, Matthew Rizzuto Snowy Monaro Regional Council / Peter Sullivan, Mark Rixon, Gnai Ahamat, Greg Searle				

GENERAL MATTERS

1. Approved plans and documentation (Last Modified by MA2016/0002)

The subdivision is to comply with DA0079/2007 as originally submitted to Council on 2/11/2006, except where varied by the following modifications MOD0067/2007, MOD0003/2008, MOD0016/2008, MOD0022/2009, MOD0013/2010, MOD0011/2012; MOD0028/2014; MOD0001/2016, MA2016/0002 and the following amended plans and information, including:

- (a) Subdivision Plan prepared by Peter Burns Survey Plan, Dwg. No. SB01 B being Annexure 'B' to the Applicants notice of motion filed on the 13 April 2007 in Land and Environment Court Proceedings No. 11254 of 2006;
- (b) Development Plans prepared by Northrop Consulting Engineers, Job No. NW050042, Dwg. No's:
 - (i) C101 DA, Issue C, dated 05/04/2007;
 - (ii) C102 DA; Issue C, dated 05/04/2007;
 - (iii) C103 DA; Issue C, dated 5/04/2007;
 - (iv) C104 DA, Issue C, dated 05/04/2007;
 - (v) C113 DA; Issue B, dated 05/04/2007;
 - (vi) C114 DA; Issue B, dated 5/04/2007 (refer to conditions of the RTA),
 - (vii) Approved subdivision plan by Peter Williams Burns, dated 31/8/2007,
 - (viii) Approved subdivision plan (enlargement of proposed Public Reserve) by Peter Williams Burns, dated 31/8/2007, and
- (c) Landscaping Plan prepared by Moir Landscape Architecture, Dwg. No. LP01, Issue 2, dated April 2007,
- (d) Subdivision Plan prepared by AWP Group – Drawing No A01 rev D dated Nov 08.
- (e) Amended Staging Plan (Stages 3-8) A-01 Revision I dated November 08
- (f) Amended Staging Plan (Stages 4A-4C) A-01 Revision I dated November 08 (stamped by Council MOD0011/2012, 28/2/2012)
- (g) Amended stage 4C plan –overall site plan (C4C-02, dated 1/05/14)
- (h) Amended Stage 4C proposed lot layout (C4C-04, dated 25/03/14)
- (i) Amended Staging Plan and Layout for former Stage 8 (Proposed Stage 5) (C8 – L00, Dated 23/07/2015)
- (j) Amended Stage 5 (Former Stage 8) Lot Layout (C8-L01, Dated 25/06/2015)
- (k) Amended Staging Plan and Lot Layout showing all 12 stages C6_DA1 Rev 2 (dated 9/09/2016) (added by MA2016/0002)
- (l) Amended Staging Plan and lot layout for stages 6,7 and 8 C6_DA2 Rev3 (dated 13/09/2016) (added by MA2016/0002)
- (m) Review of Intersection Capacity and Requirements Highview Estate Jindabyne prepared by SECA Solution Dated 4/12/2015 (added by

MA2016/0002).

**as endorsed by the Snowy River Shire Council and attached to this Notice,
except where amended by the following conditions**

**2. Sequence of stages and construction of infrastructure (Last Modified by
MA2016/0002)**

Each stage of the subdivision is to proceed in ascending numerical order in accordance with AMENDED staging plans 2A & 2B SB01 (dated 18/7/2007) and C104 DA (Issue C, dated 05/04/2007) and stages 4A, 4B (Revision I, Dated Nov 08) and C (C4C-02 dated 1/05/2014), stages 5A & 5B (C8 - L00, Dated 23/07/2015), stages 6, 7A, 7B, 7C and 8 (C6_DA2 Revision 3 dated 13/09/2016) and stages 9, 10, 11 and 12 (C6_DA1 Rev 2 dated 09/09/2016).

Any reference to a stage number in this consent is a reference to the stages shown in these plans. Any infrastructure works shown to be completed as a part of a stage are to be so completed, for example all related road and road intersection construction works. All works are to be completed at no cost to Council. Lot 208 may be developed as part of any stage.

3. Interpretation

The words "future development" on approved plan C101 DA (Issue C, dated 05/04/2007) or the words "future residential" on approved plan LP01 (Issue 2, dated April 2007) are not to be construed as Council's approval for the development of relevant land.

**PRIOR TO THE ISSUE OF A SUBDIVISION CONSTRUCTION CERTIFICATE FOR
EACH STAGE OF THE SUBDIVISION**

4. Building Industry Long Service Levy

Prior to the issue of a Construction Certificate for each stage, the Building Industry Long Service Levy is to be paid to Council in accordance with the provisions of Section 34 of the *Building and Construction Industry Payments Act 1986*. This fee is payable on all projects in excess of \$25,000 in value and is calculated at the rate of 0.2% of the current value of works.

5. Bond (Amended by MOD0013/2010)

The developer shall ensure that the bonds payable for each stage will be as follows:

A Safety and Restoration Bond of \$5000.00 and a non refundable administration charge (as per Councils adopted fees and charges applicable at the date of payment) to be payable as per the following schedule:

Stage 3	payable prior to release of CC
Stage 4	prior commencement of works
Stage 5	payable prior to release of CC
Stage 6	payable prior to release of CC
Stage 7	payable prior to release of CC
Stage 8	payable prior to release of CC
Stage 9	payable prior to release of CC
Stage 10	payable prior to release of CC
Stage 11	payable prior to release of CC
Stage 12	payable prior to release of CC

In order to guarantee the protection of public assets and performance of any work or use in the road reserve during construction and rectification of any defects in public works for twelve (12) months after construction (i.e. after construction is completed to Council's satisfaction), a defects liability bond must be paid to Council as follows:

A defects liability bond to the value of 5% of the cost of the contracted engineering construction works (plus a non-refundable administration charge as per Councils adopted fees and charges applicable at the date of payment) is payable prior to the release of the subdivision certificate for each stage. This bond will be retained by Council for a period of twelve (12) months commencing from the date that the works are accepted by Council as being "on-maintenance".

These bonds may be in the form of a cash bond or unconditional bank guarantee and are refundable upon written application and subject to an inspection 12 months after the works are accepted by Council as being "on-maintenance" for each stage.

The Bank Guarantee:

- (a) Will only be accepted direct from the issuing bank;
- (b) Must have no expiry date; and
- (c) Must quote Council's reference number (DA 79/2007).

Should any restoration or defect rectification works exceed the value of the bond held, Council will undertake the works and issue an invoice for the recovery of such costs.

6. Stormwater Management Plan

Prior to the issue of a Construction Certificate for each stage, a detailed stormwater

management plan (SWMP), prepared by a qualified practicing Civil Engineer and in accordance with the requirements of Snowy River Shire Council DCP W1 – Water Sensitive Urban Design, Snowy River Shire Council's DCP E2 – Erosion and Sediment Control and Council's Development Design and Construction Specifications, is to be submitted to and approved by Council.

The hydrology and hydraulic calculations are to be based on models described in the current edition of Australian Rainfall and Runoff. The SWMP is at least to include:

- (a) A silt arrestor/surcharge pit or other suitable drainage structure, within and adjacent to the property boundaries;
- (b) Details of the point of discharge; and
- (c) Method of connection to Council's stormwater drainage system.

7. Environmental Management Plan

(a) Prior to the issue of a Construction Certificate for each stage, an Environmental Management Plan (EMP) for the stage is to be submitted to Council for consideration and approval. Once approved this plan will form a part of this development consent. The EMP is to:

(a) Address all environmental aspects of the development's construction and operational phases, and

- (a) Recommend any systems/controls to be implemented to minimise the potential for any adverse environmental impact(s), and
- (b) Incorporate a programme for ongoing monitoring and review to ensure that the EMP remains contemporary with relevant environmental standards.

The EMP should include but is not limited to the following:

- (i) Soil and water management
- (ii) Dust suppression
- (iii) Litter control
- (iv) Noise control
- (v) Waste management
- (vi) Dangerous/hazardous goods storage
- (vii) Emergency response and spill contingency.

The relevant aspects of the approved EMP are to be implemented during the relevant phase(s) of the development.

8. Stormwater drainage – inter-allotment system

The plan of subdivision for each stage shall include the creation of inter-allotment drainage easements as necessary to allow every lot to discharge stormwater runoff from roof and paved areas to a public road or a Council controlled drainage system. These easements shall be not less than 1 metre wide. Drainage works within these easements shall be designed and constructed in conformity with the standards set out in Council's Development Design and Construction Specifications.

9. Easements for services

Suitable easements for services shall be established as necessary to allow each lot to be connected to all normal urban utility services, including water supply, sewerage, electricity and telephone services.

10. Footpath construction strategy

Prior to the issue of a subdivision construction certificate for Stage 3, a footpath network strategy is to be prepared for the whole subdivision (stages 3-12). The strategy is to comply with relevant footpath related conditions of this development consent and Council's DCP.

11. Soil classification

Prior to the issue of a subdivision certificate for Stage 3, a geotechnical report detailing the classification of soil type generally found within the subdivision is to be provided to Council. A general classification for each lot within the whole subdivision (stages 3-12) shall be provided and such classifications are/shall be made by a geotechnical engineer in accordance with the provision of SAA AS 2870 "Residential Slabs and Footings".

DURING CONSTRUCTION

12. Prior to commencing any subdivision construction works

Prior to commencing any subdivision construction works, the following provisions of the *Environmental Planning and Assessment Act 1979* are to be complied with:

- (a) A Construction Certificate is to be obtained in accordance with Section 81A(4)(a).
- (b) A Principal Certifying Authority is to be appointed and Council is to be notified of the appointment in accordance with Section 81A(4)(b).
- (c) Council is to be notified at least two (2) days in advance of the intention to commence subdivision works, in accordance with Section 81A(4)(c).

13. Pre-works commencement meeting

Prior to the commencement of subdivision works for each stage, 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 their representative shall make arrangements with Council for this meeting not less than seven (7) days in advance.

14. Approved certified plans and specifications to be available

During construction, a copy of the approved and certified plans, specifications and documents incorporating conditions of approval and certification are to be kept on the site for each stage of the development at all times during construction and are to be readily available for perusal by any authorised officer of the Council or the Principal Certifying Authority.

15. Compliance certificate & inspections

During construction, pursuant to section 109C of the *Environmental Planning and Assessment Act 1979*, compliance certificates are to be obtained from Council or from an Accredited Certifier to demonstrate that relevant subdivision works have been completed in accordance with the following schedule. The subdivision works must be inspected either by Council's inspector or by an Accredited Certifier 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 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 sub-grade;
- (d) After placement of water service conduits prior to backfilling;
- (e) After placement and compaction of each layer of gravel pavement material;
- (f) During application of bitumen seal or asphaltic concrete wearing surface;
- (g) After laying and jointing of all stormwater pipelines prior to backfilling;
- (h) After laying and jointing of all water supply pipelines prior to backfilling;
- (i) After laying and jointing of all sewerage pipelines prior to backfilling;
- (j) During pressure testing of all water supply pipelines;
- (k) During pressure testing of all sewerage pipelines;
- (l) During testing of all sewer manholes;
- (m) After completion of works; and
- (n) As otherwise required to confirm that the works are satisfactorily executed 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 release of the Subdivision Certificate for each stage.

16. Owners Consent – neighbouring properties

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

17. Water sensitive urban design

Water sensitive urban design practices are to be adopted for Roads 3, 4, 5, & 7, and part roads 10 & 12 and the following are to be incorporated into the design requirements:

- (a) Water quality features are to be designed into the land development site and not rely on special end of pipe devices to strip pollutants and nutrients from stormwater prior to discharge;
- (b) The use of porous pavements, directing runoff over filter strips or grass swales in landscaped areas; and
- (c) Utilising landscaping as an integral part of stormwater quality management, maximising use of infiltration and stormwater re-use (e.g. rainwater tanks).

The applicant will submit to the PCA (i.e. Council or Private Certifier) a statement demonstrating compliance with the requirements of this condition prior to release of the Construction Certificate for each stage.

18. Footpath construction (all stages)

The developer shall construct a concrete footpath for the entire length of one side of each road in accordance with the approved subdivision construction certificate plans. Footpaths should be located so as to link and network with each other and be constructed with a non-skid surface. Design and construction shall be in conformity with the standards specified in Council's Development Design and Construction Specifications to include the following:

- (a) Concrete pavement not less than 1.2 metres wide;
- (b) Minimum concrete thickness 75 mm; and
- (c) Minimum concrete strength grade 20 MPa.

19. Road turning areas during stage completion (Last Modified by MA2016/0002)

1. Suitable 10 metre radius bitumen sealed vehicle turning areas are to be provided at street ends which connect with future roads in later stages in accordance with Council's Development Design and Construction Specifications. Affected stages include:

- a) Stage 6a (x1);
- b) Stage 6b (x2); and
- c) Stage 7c (x1);

2. Suitable 10 metre radius compacted gravel vehicle turning areas are to be provided at street ends which connect with future roads in later stages in accordance with Council's Development Design and Construction Specifications. Affected stages include:

- a) Stage 3 (x2);
- b) Stage 5a (x1);
- c) Stage 7a (x1);
- d) Stage 7b (x1);
- e) Stage 9 (x2);
- f) Stage 10 (x2); and
- g) Stage 12 (x1).

Appropriate bollards or stabilised earth mounds are to be placed at road ends to prevent vehicle access between different areas of the subdivision during construction of the stages.

20. Underground electricity servicing

Each allotment in the proposed subdivision shall be serviced with underground electricity. Any existing overhead powerlines are to be relocated underground.

21. Battleaxe Driveway (Single & Double)

The developer shall provide a driveway for the entire length of the access corridor to each battleaxe lot in conformity with Council's Development Design and Construction Specifications, specifically:

- (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 stormwater drainage; and
- (g) appropriate transition zones in accordance with AS2890.1-2004 (Parking facilities – Off-street car parking).

For dual driveways, right-of-way access easements are to be established. The battleaxe driveways are to be completed prior to the release of the subdivision certificate for each stage.

22. Street lighting

The developer shall provide street and footpath lighting along all road reserves and along all pathways in public reserves and in relevant parts of open space areas in all stages. The lighting is to be installed in accordance with Australian Standards and in consultation with Council and operational prior to the release of the Subdivision Certificate for each stage. Footpath lighting is to be designed and installed to minimise light spill into adjoining private property.

23. Telephone servicing

The developer shall make arrangements for the provision of telephone services to the lots in the subdivision for Stages 3-12. Prior to the release of a subdivision certificate for each stage, 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 for each stage.

24. Stormwater drainage – Council system

The plan of subdivision for each stage shall include the creation of easements to drain water not less than 3 metres wide in favour of Council. Drainage works within these easements shall be designed and constructed in conformity with the standards set out in Council's Development Design and Construction Specifications.

25. Public liability

Where construction work is on or adjacent to public roads, parks or drainage reserves, the applicant is to provide and maintain all warning signs, lights barriers and fencing in accordance with AS1742-1991. The applicant will be adequately insured against Public Risk Liability and will be responsible for any claims arising from these works.

26. Site notice

Prior to commencement of any work for any stage, a sign must be erected in a prominent, visible position at the vehicular access points to the development site:

- (a) Stating that unauthorised entry to the work site is not permitted;
- (b) Showing the name, address and telephone number of the Principal Certifying Authority (PCA) for the work; and
- (c) Showing the name and address of the principal contractor in charge of the work site and a telephone number at which that person can be contacted at any time for business purposes.

This sign shall be maintained while the work is being carried out and removed upon the completion of the construction works.

27. Public access, site security and safety

It is the responsibility of the applicant to restrict public access to construction areas on each stage of the development when construction work is in progress. In this regard, the developer must ensure that perimeter fencing is provided for all construction areas in each stage of the development in accordance with *Occupational Health and Safety Regulation 2001*.

28a Independent services

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

28. Adjustment to public utility services

The arrangements and costs associated with any adjustment to a public utility service shall be borne by the applicant/developer. Any adjustment, deletion and/or creation of public utility easements associated with the approved works are the responsibility of the applicant/developer. The submission of documentary evidence to the Principal Certifying Authority which confirms that satisfactory arrangements have been put in place regarding any adjustment to such services is required prior to the release of the Construction Certificate(s).

29. Requirements of public authorities

The applicant is to comply with the requirements of any public authorities (e.g. Country Energy, Telstra Australia, etc) in regard to the connection to, relocation and/or adjustment of the services affected by the construction of the proposed structure. Any costs in the relocation, adjustment or support of services will be the responsibility of the applicant. Details of compliance with the requirements of any relevant public authorities are to be submitted to the PCA (i.e. Council or Private Certifier) prior to the issue of the Construction Certificate for below ground works for each stage.

30. Traffic control plan

Prior to commencement of works for each stage, approval must be obtained from Snowy River Shire Council's Traffic Committee for any interruption to pedestrian and vehicular traffic within the road reserve caused by the construction of this development. The traffic control plan must be prepared and implemented by a suitably qualified person and will address, but not be limited to, the following matters:

- (a) Ingress and egress of vehicles to the site;
- (b) Loading and unloading, including construction zones;
- (c) Predicted traffic volumes, types and routes; and
- (d) Pedestrian and traffic management methods.

Note: This includes temporary road closures for the delivery of materials, plant and equipment, concrete pours etc.

31. Roads – arterial road works

The undertaking of any roadway work within the arterial roads shall not be carried out without an approval being obtained from the Council under Section 138(1) of the *Roads Act 1993*. Council may not give its approval for such work except with the concurrence of the Roads and Traffic Authority in accordance with Section 138(2) of the Act.

32. Compliance – traffic safety during construction works

No work is to commence on site until such time as a person accredited to prepare traffic control plans in accordance with AS1742.3 and the Roads and Traffic Authority's publication "Traffic Control at Worksites" has certified a Traffic Control Plan for the development/site. The Traffic Control Plan is to be implemented during the construction phase of the development and a copy of the plan is to be available on site at all times. A copy of the Traffic Control Plan is to accompany the Notice of Commencement to be submitted to Council 2 days before any work is to commence on site.

33. Independent water and sewerage

Each lot in every stage of the development shall be provided with a separate metered water service (min. 25mm) from Council's water reticulation system and a separate connection to Council's sewerage system. Applications for water and sewer services should be made to Council's Water and Waste Water Section, together with payment of the relevant fees.

34. Construction vehicle and machinery access

In order to protect the amenity of residents, no construction vehicles vehicle over 2 tonnes in weight are permitted to access the development site from Gippsland Street and/or Jillamatong Street, except to construct underground services in the immediate area. Specifically, no vehicle access is permitted via Lot 208 or via land to the east

of Lot 34. For stages 3-8, construction vehicle and machinery access is to be via the proposed access to Barry Way in accordance with a permit from Council. For stages 9-10, construction vehicle and machinery access is to be via the Kosciuszko Way in accordance with a permit from the Roads and Traffic Authority.

35. Construction – no removal of native vegetation

There shall be no removal or disturbance of indigenous native vegetation, on any allotment, including canopy trees, understorey and ground cover vegetation, without the prior written consent of the Council through the subdivision construction certificate application process other than disturbance where identified on Northrop Engineers Development Application Engineering plans, for battering and regrading to allow the construction of roads, services and allotment regrading.

36. Temporary sanitary facilities

Toilet facilities are to be provided at, or in the close vicinity of the work site on each stage of the development at the rate of one toilet for every 20 persons or part of 20 persons employed at the site. Each toilet provided must be:

- (a) A standard flushing toilet; and
- (b) Connected to either: an accredited sewage management facility or an approved chemical closet.

The toilet facilities shall be provided on-site, prior to the commencement of any works.

37. Amenity

During construction work must be conducted in a manner so as not to be injurious to health and amenity by reason of noise, vibrations, smells, dust, stormwater runoff, sediment loss, placement of construction materials and wastes, rubbish, footway interference, traffic generated, hours of operation and the like.

38. Construction – hours of work

Subdivision construction works are restricted to the following hours in accordance with the NSW Environment Protection Authority *Noise Control Guidelines*:

- (a) Mondays to Fridays, 7.00am to 6.00pm
- (b) Saturdays, 8.00am to 1.00pm
- (c) No work is permitted on Sundays and Public Holidays.

39. Erosion & sediment control

The developer is to ensure that where site works are undertaken including all excavations, land clearing and materials storage, all topsoil that is removed is stripped and stockpiled in an appropriate location for future revegetation works. The

stockpiled area is to be encircled by a geofabric filter fence.

40. Erosion and siltation control measures

The developer is to ensure that erosion and siltation control measures are installed and maintained on the site for the entire length of the construction project. Erosion control measures are to include the placement of hay bales staked in the ground or the erection of geo-fabric filter fencing at the bottom of all areas where cut and fill is carried out and within any existing drainage areas from those cut and fill areas. These control measures are to be in accordance with the requirements of the consent authority and best management practices as outlined in the NSW Department of Housing *Soils and Construction, Managing Urban Stormwater 4th Edition, March 2004 – the Blue Book*.

41. Protection of trees

All street trees will be protected at all times during construction. Any tree on the footpath, which is damaged or removed during construction, will be replaced, to the satisfaction of Council.

42. Site management

The developer is to ensure that all builder's sheds, including temporary sanitary closets, must at all times be:

- (a) Located wholly within the site;
- (b) Properly constructed and maintained to industry standards;
- (c) Securely anchored to the ground; and
- (d) Removed prior to the release of the Subdivision Certificate for each stage of the development.

43. Materials storage

The surrounding road carriageways are to be kept clean of any material carried onto the roadway by construction vehicles. Any work carried out by Council to remove material from the roadway will be at the applicant's expense.

44. Dust control measures

Effective dust control measures shall be introduced and maintained at all times. Full details of proposed methods of dust control shall be submitted to and approved with the construction certificate.

45. Revegetation works

The developer is to ensure that at the completion of site works for each stage, the following landscaping works are carried out:

- (a) Topsoil is spread over all disturbed areas* with priority given to cut and fill batters;
- (b) All disturbed areas* are re-vegetated using drylands grass mix with a complete fertiliser; and
- (c) All disturbed areas* are to be weed free hay mulched. The hay mulching is to be undertaken by a suitable contractor in accordance with Snowy River Development Control Plan 1998 – Circular R3 Revegetation works.

(* including all footpath areas and adjoining properties where applicable)

46. Environmental – appropriate disposal of excavated or other waste

All excavated material or waste generated as a result of the development that cannot be re-used or recycled is to be disposed of at a Council approved site or waste facility. Details of the proposed disposal location of all excavated material from the development site are to be provided to the Principal Certifying Authority prior to construction works commencing.

47. Aboriginal cultural heritage – uncovering relics

If any archaeological relics are uncovered during the course of the work then works in that area are to cease immediately and the NSW Heritage Office contacted for further advice.

48. Subdivision – street lighting

During construction lighting is to be installed to illuminate access ways at head of cul-de-sacs and connecting pathways within any reserve.

49. Subdivision – fire hydrants

Locations of fire hydrants are to comply with AS2419 and be delineated by blue pavement markers in the centre of the road.

50. Signs – further development application required

No advertising sign that requires Council's approval is to be erected/displayed until Council has issued a development consent.

SPECIFIC CONDITIONS APPLICABLE TO STAGE 2A & 2B (9 'SUPER LOTS')

51. Legal access (Stage 2A & 2B) (Amended by MOD0067/2007 & MOD0003/2008)

The plan of subdivision shall establish legal access to every lot in a manner which is consistent with the overall subdivision pattern approved under this Development consent.

52. Prior to the endorsement of the subdivision certificate (Stages 2A & 2B) (Amended by MOD0067/2007 & MOD0003/2008)

Prior to release of the Subdivision Certificate, the developer shall demonstrate the existence of legal arrangements to allow the construction of water supply, sewerage and drainage services and the creation of associated easements to enable later development in the manner envisaged by this development consent.

SPECIFIC CONDITIONS APPLICABLE TO STAGES 3–12

53. Dedication of land in accordance with the applicants offer made in Affidavit and Notice of Motion date 13 April 2007

Prior to the release of the Subdivision Certificate for Stage 3, the land depicted and coloured Green on drawing SB01, Issue B, being Annexure "B" to the Applicants Notice of Motion filed on 13 April 2007 in Land & Environment Court proceedings No. 11254/2006 is to be dedicated to Council as a Public Reserve free of cost.

54. Road construction (Access Road 7)

Road 7 is to be not less than 15 metres wide as shown on the approved plans and constructed in accordance with Council's Development Design and Construction Specifications, including:

- (a) Water Sensitive Urban Design principles incorporating layback kerb and gutter /edge restraints on one or both sides with a width of 6 metres between nominal kerblines are to be in designed and installed in accordance with section 4.1 of Council's *Development Control Plan 1998, Circular H3, Highview Estate* as adopted by Council on 21 November 2006;
- (b) Stormwater and subsoil drainage works;
- (c) A bitumen sealed road pavement extending for the full width between the kerb and gutters or edge restraints;
- (d) A suitable vehicle turning facility of minimum radius 10 metres at the western end of this road;
- (e) Grassing of footway areas and the planting of street trees;
- (f) Provision of street lighting;
- (g) Erection of road name and 50km/h speed signs. The road name must be approved by Council in advance and must be shown on the final plan of

subdivision; and

- (h) A dished concrete driveway pavement 3.0 metre wide for access to each lot must be provided (only on that side of the road that is provided with a dished drain). The pavement shall have a minimum concrete strength grade of 25 MPa, minimum thickness of 150 mm and minimum reinforcement of SL72 mesh.

55. Road construction (Collector roads Pt1*,Pt2 3, 4, 5 6, Pt 8, 9 & 11) (Amended by MOD0067/2007 & MOD0003/2008 & MA2016/0002)**

Roads 1, Pt2,3,4,5, 6, Pt 8, 9, & 11 are to be not less than 18 metres wide as shown on the approved plans and constructed in accordance with Council's Development Design and Construction Specifications, including:

- (a) Barrier kerb and gutter along both sides with a width of 9 metres between nominal kerblines (to accommodate future possible bus route).
- (b) Stormwater and subsoil drainage works.
- (c) A bitumen sealed road pavement extending for the full width between the kerbs and gutters.
- (d) Grassing of footway areas and the planting of street trees;
- (e) Provision of street lighting; and.
- (f) Erection of road name and 50 km/h speed signs. The road name must be approved by Council in advance and must be shown on the final plan of subdivision.

* *provision of concrete edge strip in lieu of Barrier kerb for that section of Road 1 that adjoins the open space*

**** extension of Twynam Street where it continues to service stage 7C**

56. Road construction (Access roads 4,5, 10 & 12) (Amended by MOD0067/2007 & MOD0003/2008 & MA2016/0002)

Roads 4,5, 10 & 12 are to be not less than 15 metres wide as shown on the approved plans and constructed in accordance with Council's Development Design and Construction Specifications, including:

- (a) Water Sensitive Urban Design principles incorporating layback kerb and gutter /edge restraints on one or both sides with a width of 6 metres between nominal kerblines are to be in designed and installed in accordance with section 4.1 of Council's *Development Control Plan 1998, Circular H3, Highview Estate* as adopted by Council on 21 November 2006;
- (b) Stormwater and subsoil drainage works;
- (c) A bitumen sealed road pavement extending for the full width between the kerb and gutters or edge restraints;
- (d) Grassing of footway areas and the planting of street trees;
- (e) Provision of street lighting;
- (f) Erection of road name and 50 km/h speed signs. The road name must be approved by Council in advance and must be shown on the final plan of subdivision; and
- (g) A dished concrete driveway pavement 3.0 metre wide for access to each lot must be provided (only on that side of the road that is provided with a dished drain). The pavement shall have a minimum concrete strength grade of 25 MPa, minimum thickness of 150 mm and minimum reinforcement of SL72 mesh.

57. Road construction (Local roads Pt 1*, 2, 3, Pt 8 & 13) (Amended by MOD0067/2007 & MOD0003/2008 & MOD0011/2012 & MA2016/0002)

Roads 2, 3, Pt 8 & 13 are to be not less than 15 metres wide as shown on the approved plans and constructed in accordance with Council's Development Design and Construction Specifications, including:

- (a) Water Sensitive Urban Design principles incorporating layback kerb and gutter /edge restraints on one or both sides with a width of 8 metres between nominal kerblines are to be designed and installed in accordance with section 4.1 of Council's *Development Control Plan 1998, Circular H3, Highview Estate* as adopted by Council on 21 November 2006;
- (b) Stormwater and subsoil drainage works;
- (c) A bitumen sealed road pavement extending for the full width between the kerb and gutters or edge restraints (specifically for stage 4a – from the boundary of lots 25 and 26 to the boundary of lots 43 and 44, for stage 4b – from the boundary of lots 43 and 44 to the boundary of lots 33 and 34, for stage 4c – from the boundary of lots 33 and 34 to the boundary of lots 38 and 76;
- (d) Grassing of footway areas and the planting of street trees or alternative landscaping as approved by council;
- (e) Provision of street lighting;
- (f) 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; and
- (g) A dished concrete driveway pavement 3m wide for access to each lot must be provided (only on that side of the road that is provided with a dished drain). The pavement shall have a minimum concrete strength grade of 25 MPa, minimum thickness of 150mm and minimum reinforcement of SL72 mesh.

**Pt Road 1 being between the eastern end of Road 2 and the 'T' intersection with Road 1 (commencing between lots 116 & 123)*

57a. Road turning areas during stage 4a, 4b and 4c completion (Added by MOD011/2012)

Suitable 10 metre radius compacted gravel vehicle turning areas suitable for 2-wheel drive vehicles are to be provided at street ends which connect with future roads in later stages in accordance with Council's Development Design and Construction Specifications. Affected stages include:

- (a) Stage 4a (x1);**
- (b) Stage 4b (x1);**
- (c) Stage 4c (x1); or**

Construction of the future road within stages 4b and 4c to a gravel standard and future road design levels with a 10m radius compacted gravel vehicle turning area suitable for 2-wheel drive vehicles in accordance with Council's Development Design and Construction Specifications.

Appropriate fixed bollards and stabilised earth mounds are to be placed at end of the vehicle turning area to prevent vehicle access between different areas of the subdivision during construction of the stages.

57b. Road construction (Stage 5a - Tate Close) (Added By MOD0001/2016)

The construction of the proposed road, Tate Close, during Stage 5a is to be not less than 15 metres wide as shown on the approved plans and constructed in accordance with Council's Development Design and Construction Specifications, including:

- (a) Barrier kerb and gutter along both sides with a width of 6 metres between nominal kerblines;
- (b) Stormwater and subsoil drainage works;
- (c) A asphalt concrete surfaced road pavement extending for the full width between the kerb and gutters or edge restraints;
- (d) Grassing of footway areas and the planting of street trees or alternative landscaping as approved by council;
- (e) Provision of street lighting;
- (f) 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; and
- (g) A dished concrete driveway pavement 3m wide for access to each lot must be provided (only on that side of the road that is provided with a dished drain). The pavement shall have a minimum concrete strength grade of 25 MPa, minimum thickness of 150mm and minimum reinforcement of SL72 mesh.

57c. Road construction (Stage 5b - Jagungal Close) (Added By MOD0001/2016)

The construction of the proposed road, Jagungal Close, during Stage 5b is to be not less than 15 metres wide as shown on the approved plans and constructed in accordance with Council's Development Design and Construction Specifications, including:

- (h) Barrier kerb and gutter along both sides with a width of 8 metres between nominal kerblines;
- (i) Stormwater and subsoil drainage works;
- (j) An asphalt concrete surfaced road pavement extending for the full width between the kerb and gutters or edge restraints;
- (k) Grassing of footway areas and the planting of street trees or alternative landscaping as approved by council;
- (l) Provision of street lighting;
- (m) 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; and
- (n) A dished concrete driveway pavement 3m wide for access to each lot must be provided (only on that side of the road that is provided with a dished drain). The pavement shall have a minimum concrete strength grade of 25 MPa, minimum thickness of 150mm and minimum reinforcement of SL72 mesh.

58. Barry Way intersection construction (Amended by MA2016/0002)

Prior to the release of the subdivision certificate for Stage 7A being granted, the developer must construct the road intersection of Road 6 (Jillamatong

Street) with Barry Way.

The road intersection of Road 6 with Barry Way shall be designed and constructed in accordance with AUL/CHR geometry and engineering design standards as detailed in the Road and Traffic Authority's "Road Design Guide", including Safe Intersection Sight Distance for a 70 km/hr design speed in Barry Way.

59. Road access restriction (Stages 3 & 8) (Amended by MOD0001/2016 & MA2016/0002)

For traffic safety reasons, except during an emergency, no direct vehicular access is permitted from the Barry Way to Lots 1, 2, 3, 7, 8 (stage 3) & 51-57 (stage 8). A suitable Section 88B 'restriction' under the *Conveyancing Act 1919* is to be prepared to this affect and registered on the Titles of these lots. The Snowy Monaro Regional Council is to be the only beneficiary of the 'restriction'.

60. Road access restriction (Stages 5, 7C, 10 & 11) (Last Modified by MA2016/0002)

For public amenity reasons, except during an emergency, no direct vehicular access is permitted from the public reserve to within stage 5A & 5B as well as any future allotments within stages 7C, 10 & 11 that back on to the public reserve. A suitable Section 88B 'restriction' under the *Conveyancing Act 1919* is to be prepared to this affect and registered on the Titles of these lots. The Snowy River Shire Council is to be the only beneficiary of the 'restriction'.

61. Conditions of the Roads and Traffic Authority (Stage 9)

The development is to be carried in accordance with the following conditions of the Roads and Traffic Authority (RTA):

- (a) The junction of Kosciusko Road and the site access road shall be constructed as a full 'seagull' in accordance with the RTA Road Design Guide. For safety reasons, the left slip lane must be sufficiently separated from the through-traffic lane at the junction to ensure that the driver decision making process for right turning vehicles utilising the junction is not compromised.
- (b) The applicant shall provide suitable direction signage to provide for the changed traffic conditions. The applicant shall submit a 'signs and marking plan' to the RTA for approval.
- (c) Street lighting at the new junction shall be provided in accordance with Australian Standard AS/NZS1158.
- (d) Safe Intersection Sight Distance (SISD) to the RTA's standards shall be available for all movements to and from Kosciusko Road. The applicant would be required to undertake any necessary earthworks to achieve SISD. Landscaping and fencing shall not restrict vehicular sight lines on Kosciusko Road.
- (e) Geometric road design shall be in accordance with RTA Road Design Guide. Pavement design shall be in accordance with the AUSTROADS Pavement Design Guide. All design shall be for the existing speed zone.
- (f) All roadworks associated with this development will be at no cost to the

RTA and shall be completed prior to the issue of a Subdivision Certificate for Stage 9.

- (g) The developer shall attain Section 138 Approval from Council with RTA concurrence for works within the Classified Road Reserve.
- (h) The developer shall apply for a Road Occupancy Licence (ROL) from the RTA Traffic Operations Unit (TOU) prior to commencing work within the classified road reserve or within 100m of traffic signals. The application will require a Traffic Management Plan (TMP) to be prepared by a person who is certified to prepare Traffic Control Plans. Should the TMP require a reduction of the speed limit, a Direction to Restrict will also be required from the TOU. Please allow 2 weeks prior to commencement of work to process the Road Occupancy Licence.

Note: An approved ROL does not constitute an approval to commence works until an authorisation letter for the works has been issued by the RTA Project Manager.

62. Water & sewerage servicing (Part Stage 3: Lots 1–5 only)

The developer shall provide all necessary water supply and sewerage reticulation works, property connections and associated facilities to service every lot in conformity with Council's Development Design and Construction Specifications. Sewerage connection to lots 1 to 5 shall be via a gravity system direct to Council's existing manhole (approximately 30 metres upstream of manhole no. 4188). Where existing water or sewer mains potentially service any lot the developer must make arrangements with Council's Water and Waste section for the provision of any required water connection or sewer junction.

63. Water and sewage services (Stage 3-12) (Amended by MOD011/2012)

The development must be connected to Council's water and sewage system. A certificate of compliance under section 64 of the Local Government Act (1993) in respect of each stage of the development must be obtained from the Council prior to the release of the subdivision certificate for that stage.

Note: Council consent shall not be construed as approval of the Northrop's Sewer Servicing Strategy dated 1 February or Hunter Water Australia's Water Supply Strategy

The Developer shall construct at no cost to Council a sewage pumping station at the location shown on the amended Highview Staging plan titled "Proposed Lot Layout", drawing number C6_DA2 Revision 4 and provide to Council a sewer servicing plan to ensure that spare capacity is available in the existing gravity sewer mains discharging to and including sewage pumping station JSPS4. Should it be determined that there is insufficient spare capacity, then the means to achieve this must be demonstrated and provided for at no cost to Council.

Alternatively, the Developer may connect the development to Jindabyne Sewage Pumping Station JSPS6 and upgrade JSPS6 to ensure the pump station has adequate capacity to the satisfaction of Council's Director, Service Delivery or his delegate.

The location, design, construction and staging of the sewage pumping station shall

be carried out in accordance with Council's Development Design and Construction Specifications and to the satisfaction of Council's Director, Service Delivery or his delegate.

The site of the sewage pumping station shall be established as a separate allotment and transferred to Council free of any cost or encumbrance on title upon registration of the plan of subdivision. The lot shall be established as "Operational Land".

64. Relocation of existing trunk water mains (Stage 4A)

The developer shall relocate the existing delivery and rising trunk mains to an alignment in accordance with Council's Development Design and Construction Specifications within the proposed road reserve of Road 1, unless the Council, acting reasonably, notifies the applicant that this is unnecessary.

65. Pathway reserve (Stage 4C) (Amended by MOD011/2012)

The developer shall construct a footpath to the south and east of Lot 37 to connect to Gippsland Street to the standards specified in Council's Development Design and Construction Specifications including the following:

- (a) Concrete pavement not less than 1.5 metres wide
- (b) Minimum concrete thickness 75 mm
- (c) Minimum concrete strength grade 20 MPa
- (d) 1.8 metre high 'Rivergum' Colorbond fencing with ridge capping and with the coloured surfaces facing inwards towards the footpath reserve.

The dog-leg design is to be replaced with a curved design with appropriate directional transitions in the interests of public safety (good visual surveillance to reduce opportunities for human concealment). The pathway shall be provided in a manner that cannot be used by motorised vehicular traffic.

66. Pathway reserve (Stage 6A) (Amended by MA2016/0002)

The developer shall construct a footpath between Lots 42 & 44 and the Seniors Living precinct to the standards specified in Council's Development Design and Construction Specifications including the following:

- (a) Concrete pavement not less than 1.5 metres wide**
- (b) Minimum concrete thickness 75 mm**
- (c) Minimum concrete strength grade 20 MPa**
- (d) 1.8 metre high 'Rivergum' Colorbond fencing with ridge capping and with the coloured surfaces facing inwards towards the footpath reserve.**

The pathway shall be provided in a manner that cannot be used by motorised vehicular traffic.

**67. Concrete vehicular entrance and access to water reservoir (Stage 5b)
(Amended by MOD0001/2016)**

The developer shall construct a sealed access driveway between Jagungal Close and the existing water reservoir in accordance with Council's Development Design and Construction Specifications prior to the release of the subdivision certificate for Stage 5b.

**67a. Re-vegetation of Proposed Lot 23 – Service Easement/Corridor (Stage 5)
(Added by MOD0001/2016)**

The developer shall revegetate and maintain proposed Lot 23 to the satisfaction of Council prior to it being dedicated to Council at the subdivision certificate stage (Stage 5b).

**67b. Fencing (Stages 5a & 5b & 7c) (Added by MOD0001/2016 and amended by
MA2016/0002)**

To ensure that fencing is used in a way which enhances safety, the developer shall put in place a suitable 88B 'restriction' under the *Conveyancing Act 1919* to ensure that lots 5 – 8 and 14 – 19 (both lots inclusive) of proposed Stage 5 and lots 41-47 (inclusive) in proposed stage 7C, maintain rear fences that are predominantly open in design.

68. Excavation works (Stage 9)

In relation to the construction of Stage 9, the developer is to ensure that if an excavation associated with the development extends below the level of the base of the footings of a building on an adjoining allotment of land, the person causing the excavation to be made must:

- (a) Preserve and protect the adjoining building from damage, and if necessary, underpin and support the building in an approved manner; and

At least 7 days before excavating below the level of the base of the footings of a building on an adjoining allotment of land, give written notice of intention to do so to the owner of the adjoining allotment of land and furnish particulars of the excavation to the owner of the building being erected or demolished.

69. Road access restriction (Stage 9)

For traffic safety reasons, except during an emergency, no vehicular access is permitted from Road 9 to Lots 125 & 126. A suitable Section 88B 'restriction' under the *Conveyancing Act 1919* is to be prepared to this effect and registered on the Titles of these lots. The Snowy River Shire Council is to be the only beneficiary of the 'restriction'.

70. Accessway bordering Lots 125, 126, 128, 194 & 195 (Stage 9)

The developer shall provide a Right-of-Way driveway for the entire length of the driveway access corridor bordering Lots 125, 126, 128, 194 & 195 in accordance with Council's Development Design and Construction Specifications, specifically:

- (a) The Right-of-Way is to benefit Lots 125, 126 & 194 only;
- (b) A 'restriction' under section 88B of the *Conveyancing Act 1919* is to be created on the Titles of Lots 128 & 195 restricting access to Lots 128 & 195 from the Right-of-Way. Lots 125, 126 & 194 are to be the only beneficiaries of the restriction;
- (c) There shall be no more than a single dwelling on each lot unless the Right-of-Way is upgraded to "Access Road" standard, as specified in the Highview Estate DCP Circular H3;
- (d) Concrete pavement not less than 3.0 metres wide;
- (e) Minimum concrete thickness 150mm;
- (f) Minimum concrete strength grade 25MPa;
- (g) Minimum reinforcement SL72 steel mesh;
- (h) Concrete footpath crossover between kerbline and the road boundary;
- (i) Suitable stormwater drainage; and
- (j) Prior to the issue of a Subdivision Certificate, the section 88B of the *Conveyancing Act 1919* documentation described in this condition shall to be worded to the satisfaction of Council.

71. Footpath connection (Stage 9) (Amended by MOD0016/2008)

The developer shall provide a public reserve three (3) metres wide (as shown on plans submitted with MOD0016/2008 and as amended in red), and construct a pathway, along the eastern boundary of Lot 208 in between Gippsland Street and Road 8. The pathway shall be provided in a manner that cannot be used by motorised vehicular traffic and is to meet the standards specified in Council's Development Design and Construction Specifications, including the following:

- (a) Concrete pavement not less than 1.5 metres wide;
- (b) Minimum concrete thickness 75 mm;
- (c) Minimum concrete strength grade 20 MPa; and
- (d) 1.8 metre high 'Pale eucalypt' Colorbond fencing with ridge capping and with the coloured surfaces facing inwards towards the footpath reserve.

72. Vehicular access restriction to Road 10 (Stage 9)

The developer shall construct a suitable landscaped barrier at the north-eastern corner of Lot 129 to physically prevent vehicular traffic access between the intersection of Roads 8 and 9 (at the bend) and the court bulb of Road 10.

73. Footpath connection (Stage 10) (Amended by MOD0016/2008)

The developer shall construct a pathway connecting the eastern end of Road 10 (at the court bulb) to the intersection of Roads 8 & 9 abutting the northern boundary of lot 129 and connect with the pathway along the eastern boundary of Lot 208. The

pathway shall be provided in a manner that cannot be used by motorised vehicular traffic and is to meet the standards specified in Council's Development Design and Construction Specifications to include the following:

- (a) Concrete pavement not less than 1.5 metres wide;
- (b) Minimum concrete thickness 75 mm; and
- (c) Minimum concrete strength grade 20 MPa.

**PRIOR TO THE ISSUE OF A SUBDIVISION CERTIFICATE FOR EACH STAGE OF THE
SUBDIVISION**

74. Application

The developer is to submit to Council a completed Subdivision Certificate application form for each stage together with:

- (a) The original linen plan/s and six (6) copies;
- (b) Relevant section 88B instruments under the *Conveyancing Act 1919*;
- (c) Subdivision Certificate application fee applicable at the time of application;
- (d) Inspection fees applicable at the time of release of the subdivision certificate;
- (e) Certificate from a recognised telecommunications carrier certifying that telephone connection has been provided to the site; and
- (f) Certificate from a recognised electricity authority certifying that electricity connection has been provided to the site.

75. Construction works completed

Prior to the issue of a Subdivision Certificate, all construction works are to be completed in accordance with the approved Subdivision Construction Certificate plans and documentation for that stage and relevant conditions of this consent.

76. Developer contributions (Last Amended by MA2016/0002)

Prior to the issue of a Subdivision Certificate for each stage, the following s94 monetary contributions are to be paid to Council pursuant to Snowy River Development Contributions Plan 2005;

Stage 3 (38 lots) (Modified by MOD0022/2009)

- a) Community facilities = \$18,696
- b) Regional Waste Management = \$22,458

c) Bushfire	=	\$5,434
d) Credit for 1 lot	=	\$1,226
Total	=	\$45,362

Stage 4 (total of 21 lots) (Modified by MOD0011/2012)

Stage 4A (6 lots)

a) Community facilities	=	\$2952
b) Regional Waste Management	=	\$3546
c) Bushfire	=	\$858
d) Credit for 1 lot	=	\$1,226
Total	=	\$6130

Stage 4B (7 lots)

a) Community facilities	=	\$3444
b) Regional Waste Management	=	\$4137
c) Bushfire	=	\$1001
Total	=	\$8582

Stage 4C (8 lots) (modified by MOD0028/2014)

a) Community facilities	=	\$3936
b) Regional Waste Management	=	\$4728
c) Bushfire	=	\$1144
Total	=	\$9808

Stage 5A (8 lots) (Amended by MOD0001/2016)

a) Community	=	\$4,648
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facilities

b) Regional Waste Management	=	\$5,584
c) Bushfire	=	\$1,352
Total	=	\$11,584

Stage 5B (14 lots) (Amended by MOD0001/2016)

a) Community facilities	=	\$8,134
b) Regional Waste Management	=	\$9,772
c) Bushfire	=	\$2,366
Total	=	\$20,272

Stage 6A(4) (Amended by MA2016/0002)

a) Community facilities	=	\$2324
b) Regional Waste Management	=	\$27928
c) Bushfire	=	\$572
Total	=	\$4904

Stage 6B(11 Lots) (Amended by MA2016/0002)

a) Community facilities	=	\$6391
b) Regional Waste Management	=	\$7678
c) Bushfire	=	\$1573
Total	=	\$13486

Stage 7A (9 lots) (Amended by MA2016/0002)

a) Community	=	\$5229
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facilities

b) Regional Waste Management	=	\$6282
c) Bushfire	=	\$1287
Total	=	\$11034

Stage 7B (14 lots) (Amended by MA2016/0002)

a) Community facilities	=	\$8134
b) Regional Waste Management	=	\$9772
c) Bushfire	=	\$2002
Total	=	\$17164

Stage 7C(13 lots) (Amended by MA2016/0002)

a) Community facilities	=	\$7553
b) Regional Waste Management	=	\$9074
c) Bushfire	=	\$1859
Total	=	\$15938

Stage 8 (7 lots) (Amended by MOD0001/2016)

a) Community facilities	=	\$4067
b) Regional Waste Management	=	\$4886
c) Bushfire	=	\$1001
Total	=	\$8582

Stage 9 (26 lots including Lot 208)

a) Community facilities	=	\$16,354
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b) Regional Waste Management	=	\$10,062
c) Bushfire	=	\$2,808
Total	=	\$29,224

Stage 10 (36 lots)

a) Community facilities	=	\$22,644
b) Regional Waste Management	=	\$13,932
c) Bushfire	=	\$3,888
Total	=	\$40,464

Stage 11 (4 lots) (Amended by MA2016/0002)

a) Community facilities	=	\$2324
b) Regional Waste Management	=	\$2792
c) Bushfire	=	\$572
Total	=	\$4904

Stage 12 (13 lots)

a) Community facilities	=	\$8,177
b) Regional Waste Management	=	\$5,031
c) Bushfire	=	\$1,404
Total	=	\$14,612

Note 1: The Contribution Plans may be inspected at Council's Department of Environmental Services offices at Berridale and Jindabyne. The contribution rates for the above facilities and services are adjusted annually on 1 July. Contributions will only be accepted at the rate applying at the date of payment. Council allows works or dedications of land in lieu of cash contributions in accordance with the Contributions Plan.

Note 2: The discounted contributions payable for this development are limited to the number of allotments as indicated on the approved plans. Any further subdivision creating additional allotments will be assessed and levied for contributions for all facilities and services applicable under the provision of the relevant Contributions Plans in force at that time.

Note 3: In calculating the above contributions, credit has been allocated for (2) existing allotments (at Stage 3 and Stage 4).

~~Note 4: Stages 9 – 12 are those shown in Northrop’s Plan No. C104 Issue C, dated 05/04/2007. Amended Plans for Stages 3 – 8 are those approved by MOD0011/2012 (prepared for the Urban Group, project no. HV, dated November 2008, A-01 revision 1). Amended Staging Plan and Layout are as shown in Northrop’s Plan No. C8-L00, dated 23/07/2015 C6_DA1 Rev2 dated 09/09/16~~

Note 5: Requirements that should be imposed on the development under Section 64 of the Local Government Act 1993, are provided for by Condition 63.

Note 6: These conditions of consent provide for Lot 208 to be developed at any stage. Developer contributions have been calculated with Lot 208 as part of Stage 9. If Lot 208 is developed prior to stage 9, then contribution must be paid at that time and credit must be provided at stage 9.

77. Landscaping (Amended By MOD0001/2016)

The developer is to landscape each stage of the development in accordance with the landscape plan prepared by Moir Landscape Architecture (drawing No LP01, Issue 2, dated April 2007, Project No 0240) prior to the release of the Subdivision Certificate for that stage. In particular, street trees are to be a minimum 1.5m high (advanced plantings) and are to be planted in accordance with Council’s “Street Tree Planting Minimum Specifications”. The existing water tank is to be visually screened with landscaping approved by Council prior to the issue of a Subdivision Certificate for Stage 5.

77a. Landscaping (Added By MOD0001/2016)

The developer is to provide, to the satisfaction of Council, street trees along Jagungal Close and Tate Close, in line with the suggested street trees for a ‘Local Road’ on the approved landscape plan prepared by Moir Landscape Architecture (drawing No LP01, Issue 2, dated April 2007, Project No 0240). This will occur prior to the release of the subdivision certificates for both stage 5a & 5b.

78. Works-as-executed plans

Upon completion of the subdivision works for each stage, the developer shall provide Council with a complete set of plans of the works as constructed, detailing all

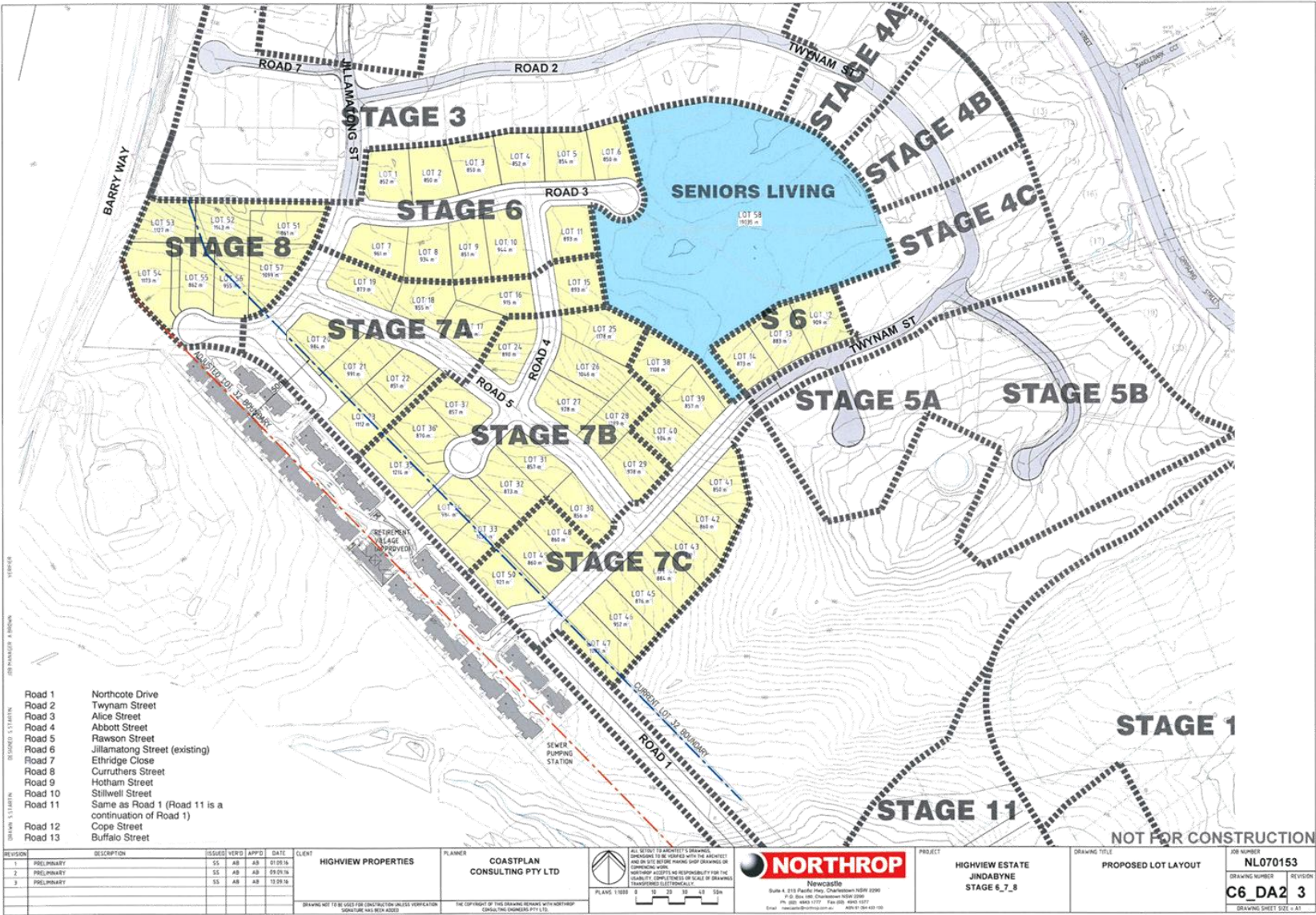
variations from the approved plans and to the acceptance of the Council's Director of Engineering and Operations or his nominee. The plans shall be submitted to Council in hardcopy format (A1), and electronic format (PDF and DWG). These plans must be prepared and certified by a Registered Surveyor or Chartered Professional Engineer.

79. Easements to drain sewage

The plan of subdivision and Section 88B instrument shall establish suitable easements not less than 3 metres wide in favour of Council to contain all sewerage mains within all lots in the subdivision.

80. Property numbers / house numbers

Prior to the submission of the application for the Subdivision Certificate for each Stage, the developer shall obtain a property number or house number for each lot from Council's Rates/Property Officer in conformity with Council's numbering system.

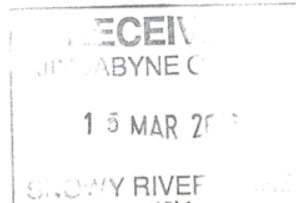




11 March 2016

Our ref: 6004

The General Manager
Snowy River Shire Council
PO Box 143
Berridale NSW 2628



DA 79/2007 – Staged Subdivision of Lot 28 DP 1106444 and Lot 11 DP 1035279
Gippsland Street, Jindabyne

Dear Sir

We have enclosed an application under Section 96(2) of the Environmental Planning and Assessment Act, 1979 to modify the abovementioned development consent. The modification relates to the deletion of condition 58 which requires the following:

- “58 Barry Way intersection construction (Stage 6)**
*Prior to any future development within Stages 6-12 being granted development consent, the developer must construct the road intersection of Road 6 (Jillamatong Street) with Barry Way.
The road intersection with Road 6 with Barry Way shall be designed and constructed in accordance with AUL/CHR geometry and engineering design standards as detailed in the Road and Traffic Authority’s “Road Design Guide, including Safe Intersection Sight Distance for a 70km/hr design speed in Barry Way.”*

A report was prepared by SECA solutions dated 4 December 2015 which carried out a review of the intersection capacity and requirements for Highview estate. A copy of the report from SECA solutions is enclosed.

The report concludes the following.

Based upon the surveys of the current traffic flows and the traffic movements associated with the balance of the lots to be developed at Highview Estate, it is considered that the intersection of Barry Way and Reedys Cutting Road will continue to have adequate capacity to cater for the additional demands associated with the remainder of the development of Highview Estate, without the need to construct the intersection of Barry Way and Road 6 (Jillamatong Street). Based on this assessment it is therefore concluded that the existing Condition No 58, referred to above, could be modified to remove the requirement to construct the intersection of Barry Way and Road 6 of the Highview Estate.

It is considered that Council should be satisfied that the proposed modified development is of minimal environmental impact as it only relates to the deletion of a condition of consent.

Further, it is considered that Council should be satisfied that the development proposal, as modified, will be substantially the same development as that for which development

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Phone: (02) 43674060 Email: tony.tuxworth@coastplan.com.au
ACN 109 272 853 ABN 95 109 272 853

consent was originally granted.

Should you require any additional information in relation to this matter, please contact me.

Yours faithfully

Tony Tuxworth

Encl



14 September 2016

Our ref. 6004

The General Manager
Snowy Monaro Regional Council
PO Box 714
COOMA NSW 2630

Attention: Sophie Ballinger

Highview Estate - Development Consent 0079/2007 – S96 Application MA 2016/002

Dear Sophie

I refer to our recent discussion in relation to our Section 96(2) application which was lodged with Council on 16 March 2016 to modify the development consent for the subdivision of the land known as Highview Estate. As you are aware, this application has not been determined and we now wish to amend the application to include an amendment to the layout and staging of the proposed subdivision in accordance with the plan prepared by Northrop Engineers Job No NL070153 Drawing NO C6_DA2.

The amended proposal will provide for a change in the layout of Stages 6, 7 and 8 and the creation of a development lot which will be utilised for the future development of seniors' housing development. As outlined in the current application before Council, the access from Jillamatong to Barry Way will be deleted with all access to the proposed development being via Jillamatong Street. The amended proposal also provides for the installation of a sewer pump station adjacent to the approved retirement village to service the proposed lots within Stage 6, 7 and 8. The pump station will pump effluent to the existing pump station that services Stages 1-5 of the development.

A number of lots within Stage 7A, 7B, 7C and Stage 8 will extend beyond the zone boundary of the R2 zone. Under the provisions of Clause 5.3 of the Snowy River Local Environmental Plan, flexibility is permitted where the investigation of a site and its surroundings reveals that a use allowed on the other side of the zone boundary would enable a more logical and appropriate development of the site and be compatible with the planning objectives and land uses for the adjoining zone. This clause in the LEP applies to so much of any land that is within the relevant distance of the boundary between the 2 zones. In this regard, the relevant distance is 50m from the zone boundary as it is shared with Zone RU1 Primary Production.

In relation to the provisions of Clause 5.3, it is considered that due to the location of the

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zone boundary, the location of the approved retirement village, the use of part of the land within the RU1 zone for the purpose of residential development, will enable a more logical and appropriate development of the site and will be consistent with the planning objectives and land uses for the adjoining zone.

The proposed development has also been amended to reduce the number of lots within Stage 11 so that the number of lots in the amended proposal is consistent with the number of lots in the original development consent.

The change in the road layout within Stages 6, 7A, 7B and 7C will require the reallocation of the road names within this part of the development. The proposed road names are listed on the enclosed plans.

Under the provisions of Clause 4.1 of the Snowy River Local Environmental Plan, the maximum lot size that applies to the proposed development is 700m². Each of the proposed lots has an area in excess of this requirement.

Further, it is considered that Council should be satisfied that the development proposal, as modified, will be substantially the same development as that for which development consent was originally granted as it only relates to the change in the lot layout and road design.

Should you require any additional information in relation to this matter, please contact me.

Yours faithfully




Tony Tuxworth

Encl



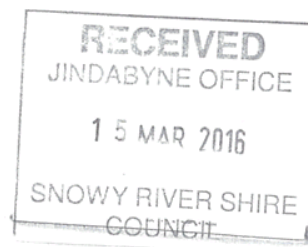
ACN: 164611652
ABN: 14164611652
Suite 10, 265 King Street
Newcastle NSW 2300
Ph: (02)4925 7795
admin@secasolution.com.au

4 December 2015

P0468 TT Jindabyne Assessment

Highview Estate Properties
C/o – Coastplan Consulting
P O Box 6179
Kincumber NSW

Attention Tony Tuxworth



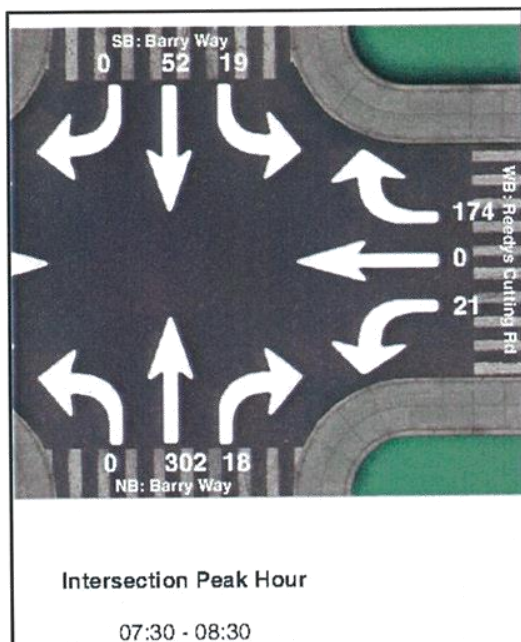
Dear Tony

Review of Intersection Capacity and Requirements, Highview Estate, Jindabyne, NSW

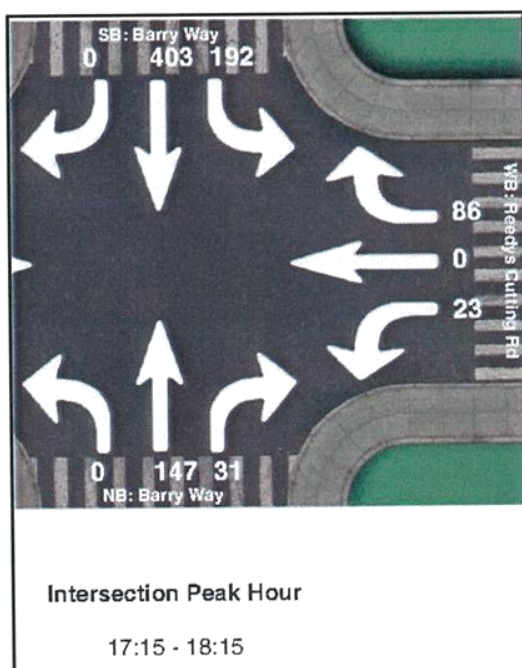
Further to our recent discussions, we have collected traffic data at the intersection of Barry Way and Reedys Cutting Road during the peak winter period. We have also reviewed the traffic assessment originally prepared for this development by Bill Swan and Associates Pty Ltd dated November 2005.

We understand that you wish to amend the development consent for the project and remove the requirement to construct the intersection of Barry Way and Road 6 (Jillamatong Street) and utilise the existing road network. This will increase the impact of the remainder of the development traffic upon other intersections in the locality, with the major impact considered to be at the intersection of Barry Way and Reedys Cutting Road. The purpose of this assessment is to review the potential impact of this change to the road network and determine the impact upon the key intersection of Barry Way and Reedys Cutting Road. We provide the following advice to support the proposed S96 amendment.

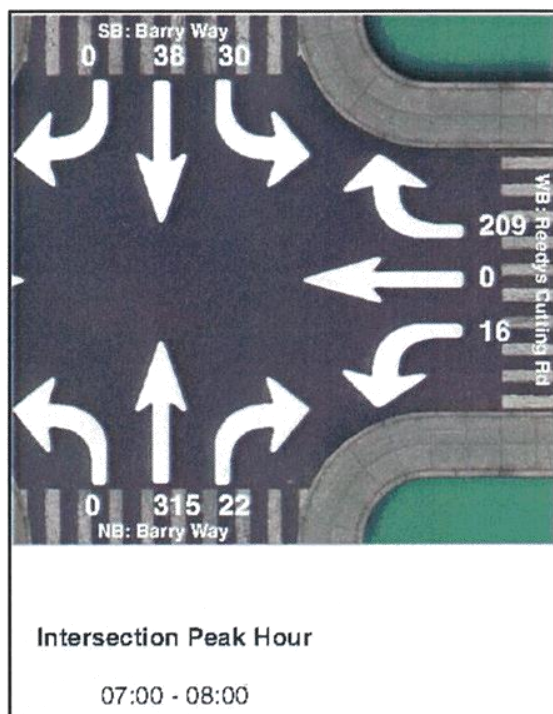
As part of our previous site work, we have collected traffic data at the intersection of Barry Way and Reedys Cutting Road on Saturday 22nd and Sunday 23rd August 2015. This traffic data was collected between 7.30 to 10.00 AM Saturday 22nd, 4.00 to 6.30 PM Saturday 22nd and between 7.00 and 8.00 AM Sunday 23rd August. A peak hour summary of the 3 separate survey periods is shown below:



AM peak Saturday 22nd August 2015 (7.30 to 8.30 PM)



PM peak, Saturday 22nd August 2015 (5.15 to 6.15 PM)



AM peak, Sunday 23rd August 2015 (7.00 to 8.00 AM)

Barry Way and Reedy's Cutting Road

The operation of the intersection of Barry Way and Reedy's Cutting Road was assessed using the computer program Sidra. The Sidra analysis was completed for the morning peak periods Saturday and Sunday as well as the Saturday afternoon peak period. A summary of the results of the Sidra analysis is provided below.

Table 1 – Operation of Barry Way and Reedy Cutting Road, current situation

Approach	Level of service	Delay (seconds)	Queue (metres)
Barry Way south	A / A / A	0.4 / 2.7 / 0.4	1.1 / 3.3 / 1.3
Reedy's Cutting Road	A / A / A	8.3 / 10.3 / 8.8	7.3 / 4.8 / 9.9
Barry Way north	A / A / A	1.5 / 1.8 / 2.4	0.0 / 0.0 / 0.0

Note: Sat AM / Sat PM / Sun AM results

The above Sidra results confirm the on-site observations that there is minimal delays for all road users and the queue on Reedy's Cutting Road did not extend beyond 2 vehicles.

SECAsolution»»

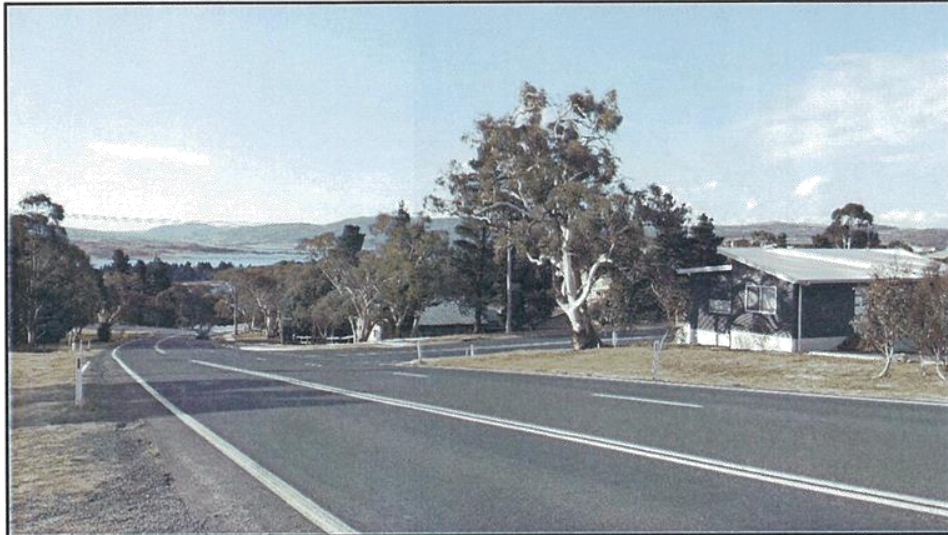


Photo 1 – View north over intersection of Barry Way and Reedys Cutting Road

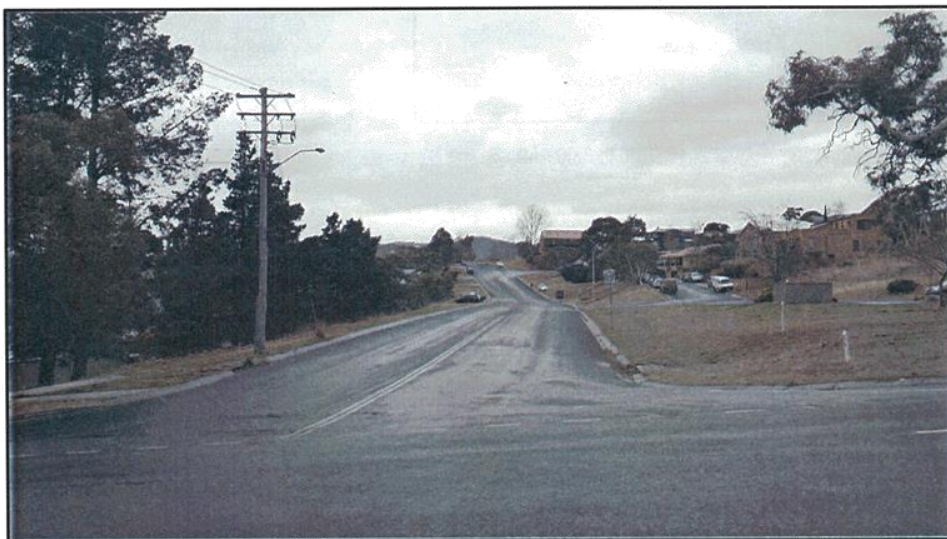


Photo 2 – View east over intersection along Reedys Cutting Road.



The traffic data collected by Seca Solution in August 2015 was compared with the traffic data collected by Bill Swan and Associates in September 2005. The current traffic data shows that there has been some growth in traffic in the locality, but the values remain similar in overall magnitude. A comparison of the 2-way traffic movements is shown below from the 2 separate surveys' data.

Direction/ location	2005 data	2015 data	Difference
AM peak 2-way Barry Way	345	547	+202
PM peak 2-way Barry Way	413	828	+415
AM peak 2-way Reedys Cutting Road	209	232	+23
PM peak 2-way Reedys Cutting Road	271	332	+61

The original development application for the project was approved with a total of 205 lots to be provided over 10 stages. A review of the plans and advice from the study team indicates that the development is approximately 30% complete and occupied. This assessment has therefore allowed for the balance of the 70% of the development to be finalised and the impacts associated with all of this traffic to be assessed on the intersection of Barry Way and Reedys Cutting Road.

From the original assessment for the project, completed by Bill Swan and Associates, 40% of the traffic associated with the development uses the intersection of Barry Way and Reedys Cutting Road. Based upon the experience of the study team, this is considered a conservative value and a value of 75% split of traffic using the intersection of Barry Way and Reedys Cutting Road has been assumed for this assessment, allowing for all of this traffic to turn right out of Reedys Cutting Road and left in only. This allows for a worst case scenario for the assessment, as the critical movement for the intersection is the capacity for the right turn out. It has been assumed that 90% of trips would be outbound in the AM peak (10% inbound) with the reverse pattern occurring in the PM peak. This is consistent with the RMS's Guide to Traffic Generating Developments.

The operation of the intersection of Barry Way and Reedys Cutting Road was then assessed with Sidra and the results are provided below:

Table 2 – Operation of Barry Way and Reedys Cutting Road, current 2015 flows plus balance of Highview Estate

Approach	Level of service	Delay (seconds)	Queue (metres)
Barry Way south	A / A / A	0.4 / 3.3 / 0.4	0.2 / 4.0 / 1.3
Reedys Cutting Road	A / A / A	9.6 / 11.4 / 10.3	2.4 / 6.2 / 21.2
Barry Way north	A / A / A	2.1 / 2.4 / 2.9	0.0 / 0.0 / 0.0

Note: Sat AM / Sat PM / Sun AM results

The above results demonstrate that the intersection of Barry Way and Reedys Cutting Road will continue to operate well with the additional traffic movements associated with the development of the balance of the lots in Highview Estate (further 70%). Based upon this assessment, it is considered that the construction of the intersection of Barry Way and Road 6 does not need to be provided.

The intersection of Barry Way and Reedys Cutting Road was then assessed for the future design year of 2025, allowing for background growth. A background traffic growth factor of 2% per annum was applied to ALL movements at the intersection, on top of the current flows, inclusive of the balance of the development flows from Highview Estate. This will ensure a robust analysis. The results of the Sidra analysis are provided below.

Table 3 – Operation of Barry Way and Reedys Cutting Road, 2025 flows plus balance of Highview Estate

Approach	Level of service	Delay (seconds)	Queue (metres)
Barry Way south	A / A / A	0.4 / 4.5 / 0.4	1.4 / 6.2 / 1.7
Reedys Cutting Road	A / B / A	12.0 / 14.9 / 13.5	27.5 / 10.3 / 35.9
Barry Way north	A / A / A	2.1 / 2.4 / 2.9	0.0 / 0.0 / 0.0

Note: Sat AM / Sat PM / Sun AM results





The above results, projected for the future design year of 2025 i.e. plus 10 years demonstrate that the intersection of Barry Way and Reedys Cutting Road will continue to operate to an acceptable level with spare capacity to cater for additional traffic associated with the balance of the development of Highview Estate.

Jillamatong Street and Gippsland Street

The S96 proposal to remove the requirement for the construction of the intersection of Barry Way and Road 6 requires all traffic to use the intersection of Jillamatong Street and Gippsland Street. This intersection is a simple give way control with Gippsland Street being the priority street. The two-way traffic flow on Gippsland Street at this location would be reflective of the traffic flows observed at Reedys Cutting Road at its intersection with Barry Way. During the survey period, the 2-way flow on Reedys Cutting Road was:

- 232 Saturday AM peak
- 332 Saturday PM peak
- 277 Sunday AM peak.

The following table may be used as an initial guide to determine the need for a detailed traffic analysis in accordance with the procedure provided in Part 3 of the Austroads Guide to Traffic Management. When the volumes at an intersection are less than those shown, a detailed analysis to demonstrate that adequate capacity is available is unlikely to be necessary. Furthermore, flaring of the approaches is unlikely to be needed based on capacity. However, separate lanes for left or right-turning vehicles may be desirable on the major road for safety reasons.

Major road type ¹	Major road flow (vph) ²	Minor road flow (vph) ³
Two-lane	400	250
	500	200
	650	100
Four-lane	1000	100
	1500	50
	2000	25

Notes:

1. Major road is through road (i.e. has priority)
2. Major over flow includes all major road traffic with priority over minor road traffic
3. Minor road design volumes include through and turning volumes

Based upon the 2-way flows at Reedys Cutting Road (which represent the major road flow above) the current 2-way traffic flow on Gippsland Street shows a peak of 332 vehicles per hour (allowing for no reduction in traffic accessing Kirwan Close or Penders Court), which indicates the side road flow (Jillamatong Street) could be 250 vehicles per hour with no detailed assessment required and reflecting a level of service of A for all approaches. Based upon the RMS rate of 0.85 trips per dwelling during peak periods, the volume of 250 vehicles equates to 294 residential lots, which is greater than the total development of Highview Estate (205 lots). It is therefore considered that the intersection of Gippsland Street and Jillamatong Street will continue to operate to a satisfactory level without the construction of the intersection of Road 6 and Barry Way.

The intersection of Gippsland Street and Jillamatong Street is very well laid out, offering good visibility for drivers entering and exiting the side road. Gippsland Street provides a pavement width of 12 metres allowing for 2-way traffic movement and kerb side parking as required. Jillamatong Street provides a width of 9 metres, which caters for the 2-way traffic movements safely and efficiently with occasional parked vehicles.



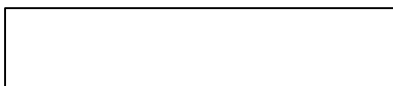
Conclusion

Based upon the surveys of the current traffic flows and the traffic movements associated with the balance of the lots to be developed at Highview Estate, it is considered that the intersection of Barry Way and Reedys Cutting Road will continue to have adequate capacity to cater for the additional demands associated with the remainder of the development of Highview Estate, without the need to construct the intersection of Barry Way and Road 6 (Jillamatong Street).

Based on this assessment it is therefore concluded that the existing Condition No 58, referred to above, could be modified to remove the requirement to construction the intersection of Barry Way and Road 6 of the Highview Estate.

Please feel free to contact me on 4925 7795, or on 0499 196 100, should you have any queries.

Yours sincerely



Sean Morgan

Director

Attachment A – Sidra output



Attachment A Criteria for interpreting results of SIDRA

1-Level of Service (LoS)

LoS	Traffic Signals and Roundabouts	Give Way and Stop Signs
A	Good	Good
B	Good, with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	Satisfactory	Satisfactory, but requires accident study
D	Operating near capacity	Near capacity and requires accident study
E	At capacity, excessive delay: roundabout requires other control method	At capacity, requires other control mode
F	Unsatisfactory, requires other control mode or additional capacity	Unsatisfactory, requires other control mode

2-Average Vehicle Delay (AVD)

The AVD is a measure of operational performance of an intersection relating to its LoS. The average delay should be taken as a guide only for an average intersection. Longer delays may be tolerated at some intersections where delays are expected by motorists (e.g. those in inner city areas or major arterial roads).

LoS	Average Delay / Vehicle (secs)	Traffic Signals and Roundabouts	Give Way and Stop Signs
A	Less than 15	Good operation	Good operation
B	15 to 28	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	28 to 42	Satisfactory	Satisfactory but accident study required
D	42 to 56	Operating near capacity	Near capacity, accident study required
E	56 to 70	At capacity, excessive delays: roundabout requires other control mode	At capacity; requires other control mode
F	Exceeding 70	Unsatisfactory, requires additional capacity	Unsatisfactory, requires other control mode

3-Degree of Saturation (D/S)

The D/S of an intersection is usually taken as the highest ratio of traffic volumes on an approach to an intersection compared with the theoretical capacity, and is a measure of the utilisation of available green time. For intersections controlled by traffic signals, both queues and delays increase rapidly as DS approaches 1.0. An intersection operates satisfactorily when its D/S is kept below 0.75. When D/S exceeds 0.9, queues are expected.



Attachment B – Sidra Outputs

INTERSECTION SUMMARY

▽ Site: AM Base flows Saturday

AM base flows Saturday
Giveaway / Yield (Two-Way)

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Travel Speed (Average)	56.4 km/h	56.4 km/h
Travel Distance (Total)	625.1 veh-km/h	750.2 pers-km/h
Travel Time (Total)	11.1 veh-h/h	13.3 pers-h/h
Demand Flows (Total)	617 veh/h	740 pers/h
Percent Heavy Vehicles (Demand)	0.0%	
Degree of Saturation	0.247	
Practical Spare Capacity	223.7%	
Effective Intersection Capacity	2496 veh/h	
Control Delay (Total)	0.53 veh-h/h	0.64 pers-h/h
Control Delay (Average)	3.1 sec	3.1 sec
Control Delay (Worst Lane)	8.6 sec	
Control Delay (Worst Movement)	8.6 sec	8.6 sec
Geometric Delay (Average)	2.2 sec	
Stop-Line Delay (Average)	0.9 sec	
Idling Time (Average)	0.3 sec	
Intersection Level of Service (LOS)	NA	
95% Back of Queue - Vehicles (Worst Lane)	1.0 veh	
95% Back of Queue - Distance (Worst Lane)	7.3 m	
Queue Storage Ratio (Worst Lane)	0.01	
Total Effective Stops	173 veh/h	208 pers/h
Effective Stop Rate	0.28 per veh	0.28 per pers
Proportion Queued	0.17	0.17
Performance Index	12.5	12.5
Cost (Total)	261.66 \$/h	261.66 \$/h
Fuel Consumption (Total)	41.8 L/h	
Carbon Dioxide (Total)	98.3 kg/h	
Hydrocarbons (Total)	0.008 kg/h	
Carbon Monoxide (Total)	0.123 kg/h	
NOx (Total)	0.025 kg/h	

Level of Service (LOS) Method: Delay (RTA NSW).

NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.



MOVEMENT SUMMARY

▽ Site: AM Base flows Saturday

AM base flows Saturday
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	ODMo v	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Barry Way south											
2	T1	318	0.0	0.178	0.0	LOS A	0.2	1.1	0.03	0.03	59.6
3	R2	19	0.0	0.178	5.9	LOS A	0.2	1.1	0.03	0.03	58.0
Approach		337	0.0	0.178	0.4	NA	0.2	1.1	0.03	0.03	59.5
East: Reedys Cutting Road											
4	L2	22	0.0	0.014	5.6	LOS A	0.1	0.4	0.06	0.55	53.4
6	R2	183	0.0	0.247	8.6	LOS A	1.0	7.3	0.53	0.75	51.1
Approach		205	0.0	0.247	8.3	LOS A	1.0	7.3	0.48	0.73	51.3
North: Barry Way north											
7	L2	20	0.0	0.019	5.5	LOS A	0.0	0.0	0.00	0.32	55.7
8	T1	55	0.0	0.019	0.0	LOS A	0.0	0.0	0.00	0.10	59.1
Approach		75	0.0	0.019	1.5	NA	0.0	0.0	0.00	0.16	58.1
All Vehicles		617	0.0	0.247	3.1	NA	1.0	7.3	0.17	0.28	56.4

Level of Service (LOS) Method: Delay (RTA NSW).

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.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 6.1 | Copyright © 2000-2015 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: SECA SOLUTION | Processed: Tuesday, 25 August 2015 1:14:36 PM

Project: C:\Sidra folders\TTT Jindabyne.sip6



INTERSECTION SUMMARY

▽ Site: PM Base flows Saturday

PM base flows Saturday
Giveaway / Yield (Two-Way)

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Travel Speed (Average)	56.5 km/h	56.5 km/h
Travel Distance (Total)	941.3 veh-km/h	1129.6 pers-km/h
Travel Time (Total)	16.6 veh-h/h	20.0 pers-h/h
Demand Flows (Total)	928 veh/h	1114 pers/h
Percent Heavy Vehicles (Demand)	0.0%	
Degree of Saturation	0.182	
Practical Spare Capacity	340.8%	
Effective Intersection Capacity	5115 veh/h	
Control Delay (Total)	0.78 veh-h/h	0.93 pers-h/h
Control Delay (Average)	3.0 sec	3.0 sec
Control Delay (Worst Lane)	11.5 sec	
Control Delay (Worst Movement)	11.5 sec	11.5 sec
Geometric Delay (Average)	2.1 sec	
Stop-Line Delay (Average)	0.9 sec	
Idling Time (Average)	0.4 sec	
Intersection Level of Service (LOS)	NA	
95% Back of Queue - Vehicles (Worst Lane)	0.7 veh	
95% Back of Queue - Distance (Worst Lane)	4.8 m	
Queue Storage Ratio (Worst Lane)	0.00	
Total Effective Stops	231 veh/h	277 pers/h
Effective Stop Rate	0.25 per veh	0.25 per pers
Proportion Queued	0.12	0.12
Performance Index	18.4	18.4
Cost (Total)	393.65 \$/h	393.65 \$/h
Fuel Consumption (Total)	63.0 L/h	
Carbon Dioxide (Total)	148.1 kg/h	
Hydrocarbons (Total)	0.012 kg/h	
Carbon Monoxide (Total)	0.185 kg/h	
NOx (Total)	0.037 kg/h	

Level of Service (LOS) Method: Delay (RTA NSW).

NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.



MOVEMENT SUMMARY

▽ Site: PM Base flows Saturday

PM base flows Saturday
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	ODMo v	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Barry Way south											
2	T1	155	0.0	0.124	1.3	LOS A	0.5	3.3	0.27	0.12	57.5
3	R2	33	0.0	0.124	9.1	LOS A	0.5	3.3	0.27	0.12	56.0
Approach		187	0.0	0.124	2.7	NA	0.5	3.3	0.27	0.12	57.2
East: Reedys Cutting Road											
4	L2	24	0.0	0.016	5.8	LOS A	0.1	0.4	0.19	0.54	53.0
6	R2	91	0.0	0.182	11.5	LOS A	0.7	4.8	0.63	0.85	49.1
Approach		115	0.0	0.182	10.3	LOS A	0.7	4.8	0.54	0.78	49.9
North: Barry Way north											
7	L2	202	0.0	0.163	5.5	LOS A	0.0	0.0	0.00	0.39	55.1
8	T1	424	0.0	0.163	0.0	LOS A	0.0	0.0	0.00	0.10	59.1
Approach		626	0.0	0.163	1.8	NA	0.0	0.0	0.00	0.19	57.8
All Vehicles		928	0.0	0.182	3.0	NA	0.7	4.8	0.12	0.25	56.5

Level of Service (LOS) Method: Delay (RTA NSW).

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.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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INTERSECTION SUMMARY

▽ Site: AM Base flows Sunday

AM base flows Sunday
Giveaway / Yield (Two-Way)

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Travel Speed (Average)	55.9 km/h	55.9 km/h
Travel Distance (Total)	672.1 veh-km/h	806.5 pers-km/h
Travel Time (Total)	12.0 veh-h/h	14.4 pers-h/h
Demand Flows (Total)	663 veh/h	796 pers/h
Percent Heavy Vehicles (Demand)	0.0%	
Degree of Saturation	0.301	
Practical Spare Capacity	165.8%	
Effective Intersection Capacity	2203 veh/h	
Control Delay (Total)	0.67 veh-h/h	0.80 pers-h/h
Control Delay (Average)	3.6 sec	3.6 sec
Control Delay (Worst Lane)	9.0 sec	
Control Delay (Worst Movement)	9.0 sec	9.0 sec
Geometric Delay (Average)	2.4 sec	
Stop-Line Delay (Average)	1.2 sec	
Idling Time (Average)	0.4 sec	
Intersection Level of Service (LOS)	NA	
95% Back of Queue - Vehicles (Worst Lane)	1.4 veh	
95% Back of Queue - Distance (Worst Lane)	9.9m	
Queue Storage Ratio (Worst Lane)	0.01	
Total Effective Stops	216 veh/h	259 pers/h
Effective Stop Rate	0.33 per veh	0.33 per pers
Proportion Queued	0.20	0.20
Performance Index	13.8	13.8
Cost (Total)	288.02\$/h	288.02\$/h
Fuel Consumption (Total)	45.8 L/h	
Carbon Dioxide (Total)	107.6 kg/h	
Hydrocarbons (Total)	0.009 kg/h	
Carbon Monoxide (Total)	0.134 kg/h	
NOx (Total)	0.028 kg/h	

Level of Service (LOS) Method: Delay (RTA NSW).

NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.



MOVEMENT SUMMARY

▽ Site: AM Base flows Sunday

AM base flows Sunday
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	ODMo v	Demand Flows Total veh/h	Deg. Satn HV %	Average Delay v/c	Level of Service sec	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Barry Way south										
2	T1	332	0.0	0.188	0.0	LOS A	0.2	1.3	0.03	59.5
3	R2	23	0.0	0.188	5.9	LOS A	0.2	1.3	0.03	57.9
Approach		355	0.0	0.188	0.4	NA	0.2	1.3	0.03	59.4
East: Reedys Cutting Road										
4	L2	17	0.0	0.010	5.6	LOS A	0.0	0.3	0.02	53.5
6	R2	220	0.0	0.301	9.0	LOS A	1.4	9.9	0.55	50.8
Approach		237	0.0	0.301	8.8	LOS A	1.4	9.9	0.51	51.0
North: Barry Way north										
7	L2	32	0.0	0.019	5.5	LOS A	0.0	0.0	0.00	54.1
8	T1	40	0.0	0.019	0.0	LOS A	0.0	0.0	0.00	59.6
Approach		72	0.0	0.019	2.4	NA	0.0	0.0	0.00	57.0
All Vehicles		663	0.0	0.301	3.6	NA	1.4	9.9	0.20	55.9

Level of Service (LOS) Method: Delay (RTA NSW).

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.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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INTERSECTION SUMMARY

▽ Site: AM Base flows Saturday+dev

AM base flows Saturday plus 70% balance development
Giveaway / Yield (Two-Way)

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Travel Speed (Average)	55.0km/h	55.0km/h
Travel Distance (Total)	755.3 veh-km/h	906.3 pers-km/h
Travel Time (Total)	13.7 veh-h/h	16.5 pers-h/h
Demand Flows (Total)	745 veh/h	894 pers/h
Percent Heavy Vehicles (Demand)	0.0%	
Degree of Saturation	0.407	
Practical Spare Capacity	96.8%	
Effective Intersection Capacity	1833veh/h	
Control Delay (Total)	0.94 veh-h/h	1.12 pers-h/h
Control Delay (Average)	4.5sec	4.5sec
Control Delay (Worst Lane)	9.9sec	
Control Delay (Worst Movement)	9.9sec	9.9sec
Geometric Delay (Average)	2.8sec	
Stop-Line Delay (Average)	1.8sec	
Idling Time (Average)	0.4sec	
Intersection Level of Service (LOS)	NA	
95% Back of Queue - Vehicles (Worst Lane)	2.4 veh	
95% Back of Queue - Distance (Worst Lane)	16.7m	
Queue Storage Ratio (Worst Lane)	0.01	
Total Effective Stops	301 veh/h	361 pers/h
Effective Stop Rate	0.40 per veh	0.40 per pers
Proportion Queued	0.25	0.25
Performance Index	16.3	16.3
Cost (Total)	335.46\$/h	335.46\$/h
Fuel Consumption (Total)	52.8L/h	
Carbon Dioxide (Total)	124.1 kg/h	
Hydrocarbons (Total)	0.010 kg/h	
Carbon Monoxide (Total)	0.154 kg/h	
NOx (Total)	0.033 kg/h	

Level of Service (LOS) Method: Delay (RTA NSW).

NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.



MOVEMENT SUMMARY

▽ Site: AM Base flows Saturday+dev

AM base flows Saturday plus 70% balance development
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	ODMo v	Demand Flows Total veh/h	Deg. Satn HV %	Avg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Barry Way south											
2	T1	318	0.0	0.178	0.0	LOS A	0.2	1.1	0.03	0.03	59.6
3	R2	19	0.0	0.178	5.9	LOS A	0.2	1.1	0.03	0.03	57.9
Approach		337	0.0	0.178	0.4	NA	0.2	1.1	0.03	0.03	59.5
East: Reedys Cutting Road											
4	L2	22	0.0	0.014	5.6	LOS A	0.1	0.4	0.05	0.56	53.5
6	R2	299	0.0	0.407	9.9	LOS A	2.4	16.7	0.59	0.86	50.2
Approach		321	0.0	0.407	9.6	LOS A	2.4	16.7	0.55	0.84	50.4
North: Barry Way north											
7	L2	33	0.0	0.023	5.5	LOS A	0.0	0.0	0.00	0.45	54.7
8	T1	55	0.0	0.023	0.0	LOS A	0.0	0.0	0.00	0.08	59.2
Approach		87	0.0	0.023	2.1	NA	0.0	0.0	0.00	0.22	57.4
All Vehicles		745	0.0	0.407	4.5	NA	2.4	16.7	0.25	0.40	55.0

Level of Service (LOS) Method: Delay (RTA NSW).

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.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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INTERSECTION SUMMARY

▽ Site: PM Base flows Saturday+dev

PM base flows Saturday plus balance 70% development
Giveaway / Yield (Two-Way)

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Travel Speed (Average)	55.9km/h	55.9 km/h
Travel Distance (Total)	1071.7 veh-km/h	1286.1 pers-km/h
Travel Time (Total)	19.2veh-h/h	23.0 pers-h/h
Demand Flows (Total)	1057 veh/h	1268 pers/h
Percent Heavy Vehicles (Demand)	0.0%	
Degree of Saturation	0.227	
Practical Spare Capacity	252.7%	
Effective Intersection Capacity	4660veh/h	
Control Delay (Total)	1.06veh-h/h	1.28 pers-h/h
Control Delay (Average)	3.6sec	3.6sec
Control Delay (Worst Lane)	12.8sec	
Control Delay (Worst Movement)	12.8sec	12.8sec
Geometric Delay (Average)	2.5sec	
Stop-Line Delay (Average)	1.1sec	
Idling Time (Average)	0.6sec	
Intersection Level of Service (LOS)	NA	
95% Back of Queue - Vehicles (Worst Lane)	0.9veh	
95% Back of Queue - Distance (Worst Lane)	6.2m	
Queue Storage Ratio (Worst Lane)	0.00	
Total Effective Stops	312veh/h	374 pers/h
Effective Stop Rate	0.30per veh	0.30 per pers
Proportion Queued	0.12	0.12
Performance Index	21.5	21.5
Cost (Total)	462.97\$/h	462.97 \$/h
Fuel Consumption (Total)	73.7L/h	
Carbon Dioxide (Total)	173.2kg/h	
Hydrocarbons (Total)	0.014 kg/h	
Carbon Monoxide (Total)	0.215kg/h	
NOx (Total)	0.045 kg/h	

Level of Service (LOS) Method: Delay (RTA NSW).

NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.



MOVEMENT SUMMARY

▽ Site: PM Base flows Saturday+dev

PM base flows Saturday plus balance 70% development
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	ODMo v	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Barry Way south											
2	T1	155	0.0	0.131	1.8	LOS A	0.6	4.0	0.31	0.13	56.9
3	R2	33	0.0	0.131	10.3	LOS A	0.6	4.0	0.31	0.13	55.4
Approach		187	0.0	0.131	3.3	NA	0.6	4.0	0.31	0.13	56.6
East: Reedys Cutting Road											
4	L2	24	0.0	0.015	5.7	LOS A	0.1	0.4	0.12	0.54	53.3
6	R2	103	0.0	0.227	12.8	LOS A	0.9	6.2	0.68	0.88	48.3
Approach		127	0.0	0.227	11.4	LOS A	0.9	6.2	0.57	0.81	49.2
North: Barry Way north											
7	L2	318	0.0	0.194	5.5	LOS A	0.0	0.0	0.00	0.51	54.1
8	T1	424	0.0	0.194	0.0	LOS A	0.0	0.0	0.00	0.05	59.5
Approach		742	0.0	0.194	2.4	NA	0.0	0.0	0.00	0.25	57.1
All Vehicles		1057	0.0	0.227	3.6	NA	0.9	6.2	0.12	0.30	55.9

Level of Service (LOS) Method: Delay (RTA NSW).

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.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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INTERSECTION SUMMARY

▽ Site: AM Base flows Sunday+dev

AM base flows Sunday plus 70% balance of development
Giveaway / Yield (Two-Way)

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Travel Speed (Average)	54.5km/h	54.5 km/h
Travel Distance (Total)	802.2 veh-km/h	962.7 pers-km/h
Travel Time (Total)	14.7 veh-h/h	17.7 pers-h/h
Demand Flows (Total)	792 veh/h	950 pers/h
Percent Heavy Vehicles (Demand)	0.0%	
Degree of Saturation	0.463	
Practical Spare Capacity	72.8%	
Effective Intersection Capacity	1710 veh/h	
Control Delay (Total)	1.12 veh-h/h	1.34 pers-h/h
Control Delay (Average)	5.1 sec	5.1 sec
Control Delay (Worst Lane)	10.5 sec	
Control Delay (Worst Movement)	10.5 sec	10.5 sec
Geometric Delay (Average)	2.9 sec	
Stop-Line Delay (Average)	2.2 sec	
Idling Time (Average)	0.5 sec	
Intersection Level of Service (LOS)	NA	
95% Back of Queue - Vehicles (Worst Lane)	3.0 veh	
95% Back of Queue - Distance (Worst Lane)	21.1 m	
Queue Storage Ratio (Worst Lane)	0.02	
Total Effective Stops	356 veh/h	427 pers/h
Effective Stop Rate	0.45 per veh	0.45 per pers
Proportion Queued	0.28	0.28
Performance Index	17.8	17.8
Cost (Total)	363.65 \$/h	363.65 \$/h
Fuel Consumption (Total)	56.9 L/h	
Carbon Dioxide (Total)	133.7 kg/h	
Hydrocarbons (Total)	0.011 kg/h	
Carbon Monoxide (Total)	0.165 kg/h	
NOx (Total)	0.036 kg/h	

Level of Service (LOS) Method: Delay (RTA NSW).

NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.



MOVEMENT SUMMARY

▽ Site: AM Base flows Sunday+dev

AM base flows Sunday plus 70% balance of development
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	ODMo	Demand Flows	Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Prop. Queued	Effective Stop Rate	Average Speed
v		Total	HV			Vehicles	Distance	per veh	km/h
		veh/h	%	v/c		veh	m		
South: Barry Way south									
2	T1	332	0.0	0.188	0.0	LOS A	0.2	1.3	0.03
3	R2	23	0.0	0.188	5.9	LOS A	0.2	1.3	0.03
Approach		355	0.0	0.188	0.4	NA	0.2	1.3	0.03
East: Reedys Cutting Road									
4	L2	17	0.0	0.010	5.5	LOS A	0.0	0.0	0.00
6	R2	336	0.0	0.463	10.5	LOS A	3.0	21.1	0.62
Approach		353	0.0	0.463	10.3	LOS A	3.0	21.1	0.59
North: Barry Way north									
7	L2	44	0.0	0.024	5.5	LOS A	0.0	0.0	0.00
8	T1	40	0.0	0.021	0.0	LOS A	0.0	0.0	0.00
Approach		84	0.0	0.024	2.9	NA	0.0	0.0	0.00
All Vehicles		792	0.0	0.463	5.1	NA	3.0	21.1	0.28

Level of Service (LOS) Method: Delay (RTA NSW).

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.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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INTERSECTION SUMMARY

▽ Site: 2025 AM Base flows Saturday+dev

AM base flows Saturday plus 70% balance development
Giveaway / Yield (Two-Way)

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Travel Speed (Average)	54.1 km/h	54.1 km/h
Travel Distance (Total)	905.7 veh-km/h	1086.8 pers-km/h
Travel Time (Total)	16.7 veh-h/h	20.1 pers-h/h
Demand Flows (Total)	894 veh/h	1072 pers/h
Percent Heavy Vehicles (Demand)	0.0%	
Degree of Saturation	0.547	
Practical Spare Capacity	46.3%	
Effective Intersection Capacity	1634 veh/h	
Control Delay (Total)	1.39 veh-h/h	1.67 pers-h/h
Control Delay (Average)	5.6 sec	5.6 sec
Control Delay (Worst Lane)	12.5 sec	
Control Delay (Worst Movement)	12.5 sec	12.5 sec
Geometric Delay (Average)	2.8 sec	
Stop-Line Delay (Average)	2.8 sec	
Idling Time (Average)	0.8 sec	
Intersection Level of Service (LOS)	NA	
95% Back of Queue - Vehicles (Worst Lane)	3.9 veh	
95% Back of Queue - Distance (Worst Lane)	27.5 m	
Queue Storage Ratio (Worst Lane)	0.02	
Total Effective Stops	414 veh/h	497 pers/h
Effective Stop Rate	0.46 per veh	0.46 per pers
Proportion Queued	0.29	0.29
Performance Index	20.6	20.6
Cost (Total)	412.26 \$/h	412.26 \$/h
Fuel Consumption (Total)	63.9 L/h	
Carbon Dioxide (Total)	150.2 kg/h	
Hydrocarbons (Total)	0.012 kg/h	
Carbon Monoxide (Total)	0.185 kg/h	
NOx (Total)	0.040 kg/h	

Level of Service (LOS) Method: Delay (RTA NSW).

NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.



MOVEMENT SUMMARY

▽ Site: 2025 AM Base flows Saturday+dev

AM base flows Saturday plus 70% balance development
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	ODMo v	Demand Flows Total veh/h	Deg. Satn HV %	Average Delay v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Barry Way south											
2	T1	381	0.0	0.214	0.0	LOS A	0.2	1.4	0.03	0.03	59.5
3	R2	23	0.0	0.214	6.0	LOS A	0.2	1.4	0.03	0.03	57.9
Approach		404	0.0	0.214	0.4	NA	0.2	1.4	0.03	0.03	59.4
East: Reedys Cutting Road											
4	L2	26	0.0	0.016	5.6	LOS A	0.1	0.5	0.05	0.55	53.5
6	R2	359	0.0	0.547	12.5	LOS A	3.9	27.5	0.69	1.01	48.4
Approach		385	0.0	0.547	12.0	LOS A	3.9	27.5	0.64	0.98	48.7
North: Barry Way north											
7	L2	39	0.0	0.027	5.5	LOS A	0.0	0.0	0.00	0.45	54.7
8	T1	65	0.0	0.027	0.0	LOS A	0.0	0.0	0.00	0.08	59.2
Approach		104	0.0	0.027	2.1	NA	0.0	0.0	0.00	0.22	57.4
All Vehicles		894	0.0	0.547	5.6	NA	3.9	27.5	0.29	0.46	54.1

Level of Service (LOS) Method: Delay (RTA NSW).

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.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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INTERSECTION SUMMARY

▽ Site: 2025 PM Base flows Saturday+dev

PM base flows Saturday plus balance 70% development
Giveaway / Yield (Two-Way)

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Travel Speed (Average)	55.4 km/h	55.4 km/h
Travel Distance (Total)	1286.3 veh-km/h	1543.5 pers-km/h
Travel Time (Total)	23.2 veh-h/h	27.9 pers-h/h
Demand Flows (Total)	1268 veh/h	1522 pers/h
Percent Heavy Vehicles (Demand)	0.0%	
Degree of Saturation	0.346	
Practical Spare Capacity	131.3%	
Effective Intersection Capacity	3668 veh/h	
Control Delay (Total)	1.50 veh-h/h	1.80 pers-h/h
Control Delay (Average)	4.3 sec	4.3 sec
Control Delay (Worst Lane)	17.1 sec	
Control Delay (Worst Movement)	17.1 sec	17.1 sec
Geometric Delay (Average)	2.5 sec	
Stop-Line Delay (Average)	1.8 sec	
Idling Time (Average)	1.1 sec	
Intersection Level of Service (LOS)	NA	
95% Back of Queue - Vehicles (Worst Lane)	1.5 veh	
95% Back of Queue - Distance (Worst Lane)	10.3 m	
Queue Storage Ratio (Worst Lane)	0.01	
Total Effective Stops	386 veh/h	464 pers/h
Effective Stop Rate	0.30 per veh	0.30 per pers
Proportion Queued	0.15	0.15
Performance Index	26.4	26.4
Cost (Total)	565.23 \$/h	565.23 \$/h
Fuel Consumption (Total)	89.1 L/h	
Carbon Dioxide (Total)	209.5 kg/h	
Hydrocarbons (Total)	0.017 kg/h	
Carbon Monoxide (Total)	0.260 kg/h	
NOx (Total)	0.055 kg/h	

Level of Service (LOS) Method: Delay (RTA NSW).

NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.



MOVEMENT SUMMARY

▽ Site: 2025 PM Base flows Saturday+dev

PM base flows Saturday plus balance 70% development
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	ODMo v	Demand Flows Total veh/h	Deg. Satn HV %	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Barry Way south										
2	T1	185	0.0	0.171	2.9	LOS A	0.9	6.2	0.38	55.9
3	R2	39	0.0	0.171	12.2	LOS A	0.9	6.2	0.38	54.4
Approach		224	0.0	0.171	4.5	NA	0.9	6.2	0.38	55.6
East: Reedys Cutting Road										
4	L2	29	0.0	0.019	5.7	LOS A	0.1	0.5	0.13	53.2
6	R2	124	0.0	0.346	17.1	LOS B	1.5	10.3	0.78	45.7
Approach		154	0.0	0.346	14.9	LOS B	1.5	10.3	0.66	46.9
North: Barry Way north										
7	L2	381	0.0	0.233	5.5	LOS A	0.0	0.0	0.00	54.1
8	T1	509	0.0	0.233	0.0	LOS A	0.0	0.0	0.00	59.4
Approach		891	0.0	0.233	2.4	NA	0.0	0.0	0.00	57.1
All Vehicles		1268	0.0	0.346	4.3	NA	1.5	10.3	0.15	55.4

Level of Service (LOS) Method: Delay (RTA NSW).

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.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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INTERSECTION SUMMARY

▽ Site: 2025 AM Base flows Sunday+dev

AM base flows Sunday plus 70% balance of development
Giveaway / Yield (Two-Way)

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Travel Speed (Average)	53.3km/h	53.3km/h
Travel Distance (Total)	962.3 veh-km/h	1154.7 pers-km/h
Travel Time (Total)	18.0veh-h/h	21.7 pers-h/h
Demand Flows (Total)	949 veh/h	1139 pers/h
Percent Heavy Vehicles (Demand)	0.0%	
Degree of Saturation	0.625	
Practical Spare Capacity	27.9%	
Effective Intersection Capacity	1518veh/h	
Control Delay (Total)	1.72veh-h/h	2.07 pers-h/h
Control Delay (Average)	6.5sec	6.5sec
Control Delay (Worst Lane)	13.9sec	
Control Delay (Worst Movement)	13.9sec	13.9sec
Geometric Delay (Average)	2.9sec	
Stop-Line Delay (Average)	3.6sec	
Idling Time (Average)	0.9sec	
Intersection Level of Service (LOS)	NA	
95% Back of Queue - Vehicles (Worst Lane)	5.1veh	
95% Back of Queue - Distance (Worst Lane)	35.9m	
Queue Storage Ratio (Worst Lane)	0.03	
Total Effective Stops	496veh/h	595 pers/h
Effective Stop Rate	0.52per veh	0.52per pers
Proportion Queued	0.33	0.33
Performance Index	22.8	22.8
Cost (Total)	450.12\$/h	450.12\$/h
Fuel Consumption (Total)	69.0L/h	
Carbon Dioxide (Total)	162.2kg/h	
Hydrocarbons (Total)	0.013kg/h	
Carbon Monoxide (Total)	0.199kg/h	
NOx (Total)	0.044kg/h	

Level of Service (LOS) Method: Delay (RTA NSW).

NA: Intersection LOS for Vehicles is Not Applicable for two-way sign control since the average intersection delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.



MOVEMENT SUMMARY

▽ Site: 2025 AM Base flows Sunday+dev

AM base flows Sunday plus 70% balance of development
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	ODMo v	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Barry Way south											
2	T1	398	0.0	0.226	0.0	LOS A	0.2	1.7	0.04	0.04	59.5
3	R2	27	0.0	0.226	6.0	LOS A	0.2	1.7	0.04	0.04	57.9
Approach		425	0.0	0.226	0.4	NA	0.2	1.7	0.04	0.04	59.4
East: Reedys Cutting Road											
4	L2	20	0.0	0.012	5.5	LOS A	0.0	0.0	0.00	0.58	53.6
6	R2	403	0.0	0.625	13.9	LOS A	5.1	35.9	0.73	1.09	47.5
Approach		423	0.0	0.625	13.5	LOS A	5.1	35.9	0.69	1.06	47.8
North: Barry Way north											
7	L2	53	0.0	0.028	5.5	LOS A	0.0	0.0	0.00	0.58	53.6
8	T1	48	0.0	0.025	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		101	0.0	0.028	2.9	NA	0.0	0.0	0.00	0.30	56.5
All Vehicles		949	0.0	0.625	6.5	NA	5.1	35.9	0.33	0.52	53.3

Level of Service (LOS) Method: Delay (RTA NSW).

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.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Development Assessment
Shop 3 Razorback Plaza,
Gippsland Street Jindabyne
PO Box 143 Berridale NSW 2628
www.snowyriver.nsw.gov.au
For Appointments or Information Please Call 02 6451 1550
Business Hours – Monday to Friday 8.30am to 4.30pm

MA2016 10002	Date Rec: 15-3-16	Receipt No: 101691	PN:
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Modification of Development Consent Application Form

You can use this form to apply for modification of a development consent only.

To complete the form, please place a cross in the boxes ☐ and fill out the white sections. In order to minimise delay in receiving a decision about your application, please ensure you submit all relevant information. Once Council has assessed your application, you will receive a Notice of the Determination.

1. Type of Modification

Type of modification being applied for
<input type="checkbox"/> Section 96(1) – Minor Modification with No Environmental Impacts (i.e. minor Error, misdescription or miscalculation)
<input type="checkbox"/> Section 96 (1A) – Minor Modification with Minimal Environmental Impacts
<input checked="" type="checkbox"/> Section 96 (2) – Other Modifications

2. Pre-lodgement Meetings

Have you spoken to a Council Officer prior to lodging your application? Yes ☐ No ☒

If yes, was it: ☐ A formal Pre-Lodgement Meeting

OR

☐ A telephone or counter enquiry

Name of Council Officer

Date of meeting/enquiry

Has a Deficiency Letter been previously issued by Council in relation to this application?

No ☒

Yes ☐ Please attach a copy

3. Details of the applicant

NAME

Mr ☒ Ms ☐ Mrs ☐ Dr ☐ Other

First name

Family name

Tony

Tuxworth

Company/organisation

ABN

Coastplan Consulting

95109272853

POSTAL ADDRESS

PO Box 6179

Suburb or town

State

Postcode

Kincumber

NSW

2251

CONTACT DETAILS

Daytime telephone

Fax

Mobile

4367 4060

4365 0831

0425 366 911

Email

tony.tuxworth@coastplan.com.au

4. Identify the land subject of the approval to be modified	
Unit/Street no. <div style="border: 1px solid black; height: 20px; width: 100%;"></div>	Street or property name <div style="border: 1px solid black; height: 20px; width: 100%;">Jillamatong St Highview Estate.</div>
Suburb, town or locality <div style="border: 1px solid black; height: 20px; width: 100%;">JINDABYNE</div>	Postcode <div style="border: 1px solid black; height: 20px; width: 100%;">2627.</div>
Lot/DP or Lot/Section/DP or Lot/Strata no. <div style="border: 1px solid black; height: 20px; width: 100%;">Formerly: L28/DP110644, L4/DP1035279, L40 DP1156431 Ph Clyde</div>	
Note: You can find the lot, section, DP or strata number on your rate notice from Council or on the title documents for the land. Alternatively, contact Department of Lands for updated details.	
5. Describe the Development Consent that has been granted.	
Describe what the original approval allows (as described under Development Description on the Original Approval) <div style="border: 1px solid black; height: 40px; width: 100%;">Staid Subdivision comprising 205 Lots (Amended to 224 Lots as per Mcd0022/2009.</div>	
Development application no. <div style="border: 1px solid black; height: 20px; width: 100%;">DA 0079/2007</div>	Date the consent was granted <div style="border: 1px solid black; height: 20px; width: 100%;"></div>
6. Describe the modification you propose to make	
Have the works that are subject of this application been already carried out? No <input checked="" type="checkbox"/> Yes <input type="checkbox"/> Please provide a statement to why the works have been carried out without the prior consent of the Council, and give justification to why Council should favourable consider your application. <div style="border: 1px solid black; height: 40px; width: 100%;"></div>	
Will the modified development be substantially the same as the development that was originally approved? No <input type="checkbox"/> If the applicant cannot satisfy Council that the modifications proposed result in substantially the same development as the development for which the consent was originally granted, a new development application will be required to be submitted to Council for assessment. Yes <input checked="" type="checkbox"/> Please provide evidence that the development will remain substantially the same. <div style="border: 1px solid black; height: 40px; width: 100%;">See attached plan + documentation + Traffic Report</div>	

Please indicate the type of modification you propose to make by place a cross in the appropriate box?

☐ A modification correct a minor error, misdescription or miscalculation (Section 96(1)). Typically but are not limited to:

- A change to a condition of consent where Council has made an error;
- Wrong plan numbers;
- Would have no change to the form of the development approved;
- Would not require notification.

Describe the error, misdescription or miscalculation.

☐ A modification that will have minimal environmental impacts (Section 96(1A)). Used for minor amendments, typically but not limited to:

- Internal design changes
- Amended landscaping details
- Drainage design amendments
- Changes to approved schedule of finishes
- With no impact on privacy, height, overshadowing, and the like
- May require notification in some instances

Describe the modification and its expected impact.

☒ Any other modification (Section 96(2)). Used for all other modifications where environmental impacts are potentially possible. Typical changes include but are not limited to:

- Windows
- Floor levels
- Heights
- Car parking generation
- Roof forms
- Generally require notifications

Describe the modification and its expected impact.

Deletion of Barry Way Exit (Condit. 34)

Council's Required Information Checklist (attached) lists the minimum level of information and details to be lodged with this a Modification of Consent Applications.

Have you thoroughly read the Required Information Checklist, and ensured that all necessary information has been submitted with this application?

Yes

☒

No

☐

➤ The application will not be accepted.

Fees are payable for any modification applications. These fees are regulated by legislation and the application fees are dependent upon the kind of S96 modification you are applying for.

If your development needs to be neighbour notified, and possibly advertised to the public you may also need to include a notification and/or advertising fee.

Council's Customer service staff will help you calculate the fee for your application. Please contact Council's Customer Service Officer at the Jindabyne Office on (02) 64511550 for an Application Fee Estimate.

You are further advised that if your development application is referred to an external approval body as an 'Integrated Development', then additional IDA referral fees will be payable.

Total fees lodged

\$ 665

The owner(s) of the land to be developed must sign the application.

If you are not the owner of the land, you must have all the landowners sign the application. If the owner is a company or owner's corporation the form must be signed by a director or secretary (or authorised delegate) under common seal.

As the owner(s) of the above property, I/we consent to the making of the application, and consent to entry of the subject site by Council Officers for the purpose of assessing this proposed development and inspecting the subject site during the course of development/building works:

Owners Signature

[Signature]

Name

GRAHAM HERBERT
HIGHVIEW ESTATE

Date

4.3.16

Owners Signature

[Signature]

Name

Date

The applicant, or the applicant's agent, must sign the application.

I/We apply for the proposed modification described in the above application and consent to Council copying this application, and any supporting materials, for the purpose of obtaining public comment.

I/We declare that all the information is true and correct. I/we also understand that if the information submitted with this application is incomplete the application may be delayed or rejected, or more information may be requested.

I/we acknowledge that if the information provided is misleading any approval granted may be void.

I/we accept that Council cannot be held liable for delays in processing arising out of inadequacies in the material submitted in support of this application.

I/We further agree to undertake to pay any fee, charge or contribution associated with the development as per Council's Schedule of Fees & Charges and indemnify Snowy River Shire Council against all claims arising from negligence or otherwise resulting from work carried out in connection with the development within the road reserve.

Applicants Signature

[Signature]

Name

JULIE RENSHAW - Coastplan

Date

3.3.16

Applicants Signature

[Signature]

Name

Date

REQUIRED INFORMATION CHECKLIST**Modification of Development Consent Applications****1. How to use this checklist**

This document forms part of your Modification of Development Consent Application, and will help you prepare and lodge a complete application. All of the details in the relevant sections must be submitted with your development application, or it will not be accepted.

Why is Council seeking this information? One of Council's fundamental objectives is to maintain and improve the character of the Snowy Mountains region by encouraging environmentally sensitive development, which has due regard to its setting, requires minimal site disturbance, achieves design excellence and is compatible with adjoining development and the area generally.

The applicant should use the left hand column as a checklist, and Council staff will check off the items in the right hand column. Your application must score a tick in each applicable box on the right hand side of the checklist before it can be accepted by Council.

Note: This is a multi purpose guide. While all likely issues should be identified, the guide may not cover all of the issues relating to a particular application. Council staff will contact you as part of the assessment process if additional information or details are required.

2. Requirements

APPLICANT USE

STAFF USE

Required for all applications

- | | | |
|-------------------------------------|--|--------------------------|
| <input checked="" type="checkbox"/> | Three (3) sets of plans, elevations and sections showing the proposed new work subject of the S96 modification application. The work that is proposed in this application must be either coloured or otherwise clearly highlighted on all sets of submitted plans. All levels, both existing and proposed shown on any documentation for this proposal must be to Australian Height Datum (AHD). | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | Three (3) full copies of any supporting documentation. | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | One (1) copy of A4 size building plans and site plan for Neighbour Notification indicating heights and external configuration. This is to include all external dimensions. (Note: Not required where no external works are proposed.) | <input type="checkbox"/> |

Required where the development application was lodged or after July 2005 and a BASIX Certificate was required as part of the original application

- | | | |
|-------------------------------------|---|--------------------------|
| <input checked="" type="checkbox"/> | All modification applications under S96 (1A) and (2) for a new dwelling MUST be accompanied by a new BASIX Certificate. The BASIX Certificate contains a list of the commitments which the applicant has made as to the design and fit out to promote the sustainability of the proposed development. This certificate is obtained from the BASIX web-site (http://www.basix.nsw.gov.au). | <input type="checkbox"/> |
|-------------------------------------|---|--------------------------|

Required ONLY for Class 2 to 9 buildings where amendments vary BCA compliance

- | | | |
|-------------------------------------|---|--------------------------|
| <input checked="" type="checkbox"/> | A revised Building Code of Australia compliance report prepared by a suitable accredited certifier. Council's DA Guide provides further information regarding this requirement. | <input type="checkbox"/> |
|-------------------------------------|---|--------------------------|

3. Applicants declaration

I/we understand that if the information submitted with this application is incomplete the application may be rejected, delayed, or more information may be requested.

Applicants Signature



Name

TONY TUXWORTH - PRINCIPAL

Date

8.12.15

Applicants Signature



Name



Date



The information you provide in this application will enable us, and any relevant state agency, to assess your proposal under the Environmental Planning and Assessment Act 1979 and other applicable state legislation. If the information is not provided, your application may not be accepted. If your application is for designated development or advertised development or is required to be advertised by a development control plan, it will be available for public inspection and copying during a submission period. Written notification of the application will also be provided to the neighbourhood. You have the right to access and have corrected information provided in your application. Please ensure that the information is accurate and advise us of any changes.

Draft Conditions of Consent DA2016/0132

ADMINISTRATIVE CONDITIONS

Approved Plans and Documentation

1. The developer is to ensure that the development complies fully with DA2016/0132 as submitted to Council on the 15/03/2016 4:13:24 PM with supporting documentation including, but not limited to the development plans being:

Reference No.	Title/Description	Prepared By	Date/s
SK1	Site Plan	Applicant	Undated
SK2	Floor Plan & Elevations	Applicant	Undated
SK3	Front Elevation & Facade	Applicant	Undated

as stamped by the Snowy Monaro Regional Council and attached to this Notice, except where amended by the following conditions of consent (and as amended in red by Council):

Inconsistency between documents

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

Prescribed Conditions

3. The developer shall comply with any relevant prescribed conditions of development consent under clause 98 of the Environmental Planning and Assessment Regulation. For the purposes of section 80A(11) of the Environmental Planning and Assessment Act, the following conditions are prescribed in relation to a development consent for development that involves any building work:
 - The work must be carried out in accordance with the requirements of the Building Code of Australia
 - A sign must be erected in a prominent position on any site on which building work, subdivision work or demolition work is being carried out:
 - (a) showing the name, address and telephone number of the principal certifying authority for the work, and

- (b) showing the name of the principal contractor (if any) for any building work and a telephone number on which that person may be contacted outside working hours, and
- (c) stating that unauthorised entry to the work site is prohibited.

Any such sign is to be maintained while the building work, subdivision work or demolition work is being carried out, but must be removed when the work has been completed.

Other Approvals

Separate Section 138 Permit – Roads Act 1993 (RMS)

4.

- a) Prior to the commencement of works, the developer shall obtain Section 138 consent under the Roads Act, 1993 from Council for all works on road.
- b) Only one access point to road from the subject property will be permitted. All other existing vehicular access points to road must be physically closed by reinstating the kerb and gutter to Council's satisfaction.
- c) The driveway on Jindabyne Road must be designed and constructed in accordance with Council standards and must be a minimum 5.5m wide for the first 6m from the property boundary to comply with section 3.2.2 of Australian Standard 2890.1.2004.
- d) The developer must apply for, and obtain a Road Occupancy Licence (ROL) from the RMS Traffic Operations Unit (TOU) prior to commencing works that impact a travel lane of a State Road or impact the operation of traffic signals on any road. The application will require a Traffic Management Plan (TMP) to be prepared by a person who is certified to prepare Traffic Control Plans. Should the TMP require a reduction of the speed limit, a Speed Zone Authorisation will also be required from the TOU. The developer shall submit the ROL application 10 business days prior to commencing work. It should be noted that receiving an approval for the ROL within this 10 business day period is dependent upon RMS receiving an accurate and compliant TMP.

Separate Section 68 Approval to Carry Out Stormwater, Water Supply and Sewerage Works

5. Notwithstanding the issue of this development consent, separate approval from council under Section 68 of the Local Government Act 1993 must be obtained prior to commencement of stormwater, water supply or sewerage works. In this regard, a S68 Application to Carry Out Stormwater, Water Supply and Sewerage Works must be submitted on councils standard application form and be accompanied by the required attachments and prescribed fee, prior to release of the Construction Certificate.

Prior To The Commencement Of Works

Commencement of Works Notice

6. At least 2 days prior to commencement of works on-site, a notice of commencement (refer attached form) is to be submitted to Council in accordance with the provisions of section 81(2)(c) of the Environmental Planning & Assessment Act 1979. Failure to notify Council prior to commencement may lead to the instigation of legal action.

Construction Certificate

7. The developer is to ensure no site works, construction or building works are to commence without first obtaining a Construction Certificate.

Appointment of Principal Certifying Authority and Notice of Commencement

8. At least 48 hours prior to the commencement of any works on the site, a "Notice of Commencement of Work and Appointment of PCA Form" will be submitted to Council. This includes that prior to the commencement of works the Applicant will submit to Council:

- (a) A construction certificate for the building work which has been issued by the Certifying Authority (i.e. Council or Accredited Certifier); and,

- (b) Evidence that the person having the benefit of the development consent has:

- i) Appointed a Principal Certifying Authority (PCA) and notified Council in writing of the appointment, irrespective of whether Council or an accredited private certifier is appointed;
 - ii) notified the PCA that the person will carry out the building work as an

owner-builder, if that is the case; and,

- (c) Evidence that the principal PCA has, no later than 2 days before the building

work commences:

- i) notified the consent authority and the Council of his or her appointment, and;
 - ii) notified the person having the benefit of the development consent of any critical stage inspections and other inspections that are to be carried out in respect of the building work; and,
- (d) Evidence that the person having the benefit of the development consent, if not carrying out the work as an owner-builder has:
- i) notified the Certifying Authority (i.e. Council or Accredited Certifier) of any such appointment; and,
 - ii) unless that person is the principal contractor, notified the principal contractor of any critical state inspection and other inspections that are to be carried out in respect of the building work.

Temporary Benchmark

9. The developer shall ensure that a temporary benchmark is established on-site or adjacent to the site in a position clear of any of the proposed works. All levels for the site including driveway long-sections, building floor levels, and any other level relevant to the project are related back to the benchmark datum.

Temporary Sanitary Facilities

10. Toilet facilities are to be provided at or in the vicinity of the work site on which work involved in the erection or demolition of a building is being carried out at the rate of one toilet for every 20 persons or part of 20 persons employed at the site.

Each toilet provided must be:

- (a) a standard flushing toilet; and
- (b) connected to either: an accredited sewage management facility or an approved chemical closet.

The toilet facilities shall be provided on-site, prior to the commencement of any works.

Enclosure of the Site

11. The site must be enclosed with a suitable security fence to prohibit unauthorised access, to be approved by the Principal Certifying Authority. No building work is to commence until the fence is erected.

Termite Control

12. Prior to the commencement of works, the Applicant will submit to the satisfaction of the PCA (i.e. Council or Private Certifier) documentation confirming the building will be protected from termite attack in accordance with the provisions of Australian Standard AS 3660.1. The submitted documentation will include:

- (a) details of the proposed methods to be used; and
- (b) certification of works performed;

13. A durable notice must be permanently fixed to the building in a prominent location, such as in the electrical meter box indicating:

- (a) the method of protection;
- (b) the date of installation;
- (c) where a chemical barrier is used, its life expectancy as listed on the National
- (d) Registration Authority label; and.
- (e) the need to maintain and inspect the system on a regular basis.

NOTE: Under slab chemical treatment will not be permitted as the only method of

treatment unless the area can be retreated without major disruption to the building.

Master Water Meter

14. The developer shall ensure that a master water meter and backflow prevention device is provided to the property prior to commencement of works on-site.

During Works

Approved Plans to be On-site

15. A copy of the approved and certified plans, specifications and documents incorporating conditions of approval and certification will be kept on the site at all times during construction and will be readily available for perusal by any officer of the Council or the PCA.

Erosion & Sediment Control

16. The developer is to ensure that where site works are undertaken including all excavations, land clearing and materials storage, all topsoil that is removed is stripped and stockpiled in an appropriate location for future revegetation works. The stockpiled area is to be encircled by a geofabric filter fence.
17. The developer is to ensure that erosion and siltation control measures are installed and maintained on the site for the entire length of the construction project. Erosion control measures are to include the placement of hay bales staked in the ground or the erection of geofabric filter fencing at the bottom of all areas where cut and fill is carried out and within any existing drainage areas from those cut and fill areas. These control measures are to be in accordance with the requirements of the consent authority and best management practices as outlined in the NSW Department of Housing "Soils and Construction, Managing Urban Stormwater 4th Edition, March 2004 – the Blue Book".

All-weather Access

18. An all-weather stabilised access point must be provided to the site to prevent sediment leaving the site as a result of vehicular movement. Vehicular movement should be limited to this single accessway.

Public Property

19. The developer shall ensure that no trees on public property (footpaths, roads, reserves, etc.) are removed or damaged during works including the erection of any fences, hoardings or other temporary works.

Site Management

20. The developer is to ensure that all builder' sheds, including temporary sanitary closets, must at all times be:

- (a) located wholly within the site;
- (b) properly constructed and maintained to industry standards;
- (c) securely anchored to the ground, and
- (d) removed upon completion of the project.

Trade Waste

21. (a) The applicant must provide an adequate trade waste service to ensure that all waste material is contained, and removed from the site for the period of construction
- (b) Building materials used in the construction of the building are not to be deposited or stored on Council's footpath or road reserve, unless prior approval is obtained from Council.
- (c) The burning of builders waste on site by open fire is prohibited.

Use of Explosives

22. The developer is to ensure that any person considering the use of explosives during construction must at all times:
- (a) be an operator licensed by the WorkCover (NSW);
 - (b) notify the local police and persons likely to be affected by the blasting;
 - (c) obtain the necessary public liability insurance; and
 - (d) use approved and serviceable blasting mats.

Use of Power Tools

23. The developer is to ensure that work on the development site by all persons using power tools and equipment is limited to the following hours:

Mon – Fri	7.00am to 6.00pm
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Saturday	7.00am to 6.00pm
----------	------------------

Sunday	8.00am to 5.00pm
--------	------------------

Public Holidays

8.00am to 5.00pm

Inspection Notification

24. The Principal Certifying Authority (PCA) (i.e. Council or Private Certifier) is to be given a minimum of 48 hours notice prior to any critical stage inspection or any other inspection nominated by the PCA via the notice under Section 81A of the Environmental Planning and Assessment Act 1979.

Public Access and Site Security

25. It is the responsibility of the applicant to restrict public access to the building site, building works or materials or equipment on the site when building work is not in progress or the site is otherwise unoccupied. In this regard, the developer must ensure that perimeter fencing is provided for all construction sites in accordance with Occupational Health and Safety Regulation 2001.

Excavation

26. The developer is to ensure that at all times all excavations and backfilling associated with the development is executed safely and in accordance with professional standards.
27. The developer is to ensure that all excavations are properly guarded and protected at all times to prevent them from being a danger to life or property.

Plumbing & Draining

28. The developer is to ensure that prior to any plumbing work being commenced the licensed plumber / drainer must lodge with Council a starting docket and a dimensioned schematic layout of the sanitary drainage lines.
29. The developer is to ensure that all plumbing and drainage work is in accordance with the Australian Standard 3500 and the NSW Codes of Practice for Plumbing and Drainage.
30. The developer shall ensure that a licensed plumber and drainer undertakes the connection to Council sewer system. The sewer riser is to be flush with the

finished surface levels of the land and provided with a cap and concrete collar.

Hot Water Installation

31. All new hot water installations will deliver hot water at the outlet of sanitary fixtures used primarily for personal hygiene purposes at a temperature not exceeding 45°C (disabled). A certificate certifying compliance with the above is to be submitted by the licensed plumber on completion of works. (Note; special requirements for disabled persons refer AS 3500 for mixing valve requirements for hot water supply)

Material Storage

32. (a) The surrounding road carriageways are to be kept clean of any material carried onto the roadway by construction vehicles. Any work carried out by Council to remove material from the roadway will be at the applicant's expense.
- (b) Building materials used in the construction of the building are not to be deposited or stored on Council's footpath or road reserve unless prior approval is obtained from Council.

Dust Control Measures

33. Adequate measures will be taken to prevent dust from affecting the amenity of the neighbourhood during construction. In particular, the following measures must be adopted:
- (a) Physical barriers will be erected at right angles to the prevailing wind direction or will be placed around or over dust sources to prevent wind or activity from generating dust emissions,
 - (b) Earthworks and scheduling activities will be managed to coincide with the next stage of development to minimise the amount of time the site is left cut or exposed,
 - (c) All materials will be stored or stockpiled at the best locations,
 - (d) The surface should be dampened slightly to prevent dust from becoming airborne but should not be wet to the extent that run-off occurs,
 - (e) All vehicles carrying spoil or rubble to or from the site will at all times be covered to prevent the escape of dust or other material,
 - (f) All equipment wheels will be washed before exiting the site using manual or automated sprayers and drive-through washing bays,
 - (g) Gates will be closed between vehicle movements and will be fitted with shade cloth, and
 - (h) Cleaning of footpaths and roadways will be carried out regularly.

Retaining Walls

34. All retaining walls in excess of 1.0 metres in height must be certified by a qualified structural engineer. In this regard, a engineer must also verify the structural integrity of the retaining wall after construction and a copy of this certification is provided to Council prior to release of Occupancy Certificate.

Sewerage Connection

35. The developer shall make arrangements with Council (via S68 Ancillary Application) for the connection of the development to Council's sewerage system.

Revegetation Works

36. The developer is to ensure that at the completion of site works the following landscaping works are carried out:
- (a) topsoil is spread over all disturbed areas* with priority given to cut and fill batters;
 - (b) all disturbed areas* are re-vegetated using drylands grass mix with a complete fertiliser;
 - (c) all disturbed areas* are to be weed free hay mulched.

(* including all footpath areas and adjoining properties where applicable)

Prior To Occupation Or Commencement Of Use

Occupancy Certificates

37. An Occupation Certificate must be issued by the Principal Certifying Authority prior to occupation or use of the development. In issuing an Occupation Certificate, the Principal Certifying Authority must be satisfied that the requirements of Section 109H of the Environmental Planning and Assessment Act 1979 have been complied with as well as all of the conditions of the Development Consent.

Landscaping Plan

38. The developer shall ensure that landscaping of the site is carried out in accordance with the approved *Site Plan* prior to issue of the Final Occupation

Certificate.

Road Damage

39. The cost of repairing any damage caused to Council or other Public Authority's assets in the vicinity of the subject site as a result of construction works associated with the approved development, is to be repaired to the satisfaction of the Director of Engineering and Operations and to be met in full by the applicant prior to the issue of an Occupation Certificate.

Use Of Site

Stormwater Design

40. The developer shall ensure that all storm water is directed from the roof to either rainwater tanks or to Council's Stormwater infrastructure.

Hard Surface Run-off

41. Stormwater run-off from driveways and car parks is to be diverted through landscaped areas to provide pollutant reduction and detention, before being discharged to Council's Stormwater System. Alternatively, porous paving can be used instead of concrete where conditions are appropriate.

Finished Drainage System

42. The developer is to submit two copies of the finished internal storm water drainage system to Council prior to the release of the Final Occupation Certificate. The developer must ensure that the internal stormwater drainage details include:
- (a) a silt arrestor / surcharge pit within and adjacent to the property boundary;
 - (b) details of the point of discharge; and
 - (c) method of connection to Council's storm water drainage system.

Garbage Disposal – Commercial

43. The developer shall ensure that adequate facilities of a type approved by Council must be provided for the development.

Maintenance of Garbage Bins

44. The developer shall ensure that the garbage bin/s are:
- (a) maintained in good order and healthy state at all times; and
 - (b) only for the purpose of storage and collection of garbage.

Hard Surface Driveway

45. The developer shall ensure that to help prevent scouring of the site, the proposed driveway is either paved or sealed.

Driveway Design

46. The developer shall ensure that the proposed driveway has:
- (a) a gradient not exceeding 16%;
 - (b) changes in gradient not exceeding 6.7%; and
 - (c) a length per change of gradient of not less than 4 metres.

NOTE:- Concrete driveway is allowed except up to 1 metre either side from the centre line of the stormwater infrastructure on the eastern side of the site. Any driveway over this stormwater infrastructure is to be gravel road base material.

External Finishes

47. That the approved colours of the exterior of the building are:

Roof:

Walls:

Windows/ Doors/ Door Awnings/ Gutter & Downpipes:

Note: This condition can be amended with the written consent of Council.

Amenity

48. The developer shall ensure that lighting of the premises is to be directed so as

not to cause nuisance to the owners or occupiers of adjoining premises or to motorists on adjoining or nearby roads.

Storage of Goods and Materials

49. All goods, materials and equipment shall be stored within the building and no part of the land shall be used for purposes of storage.

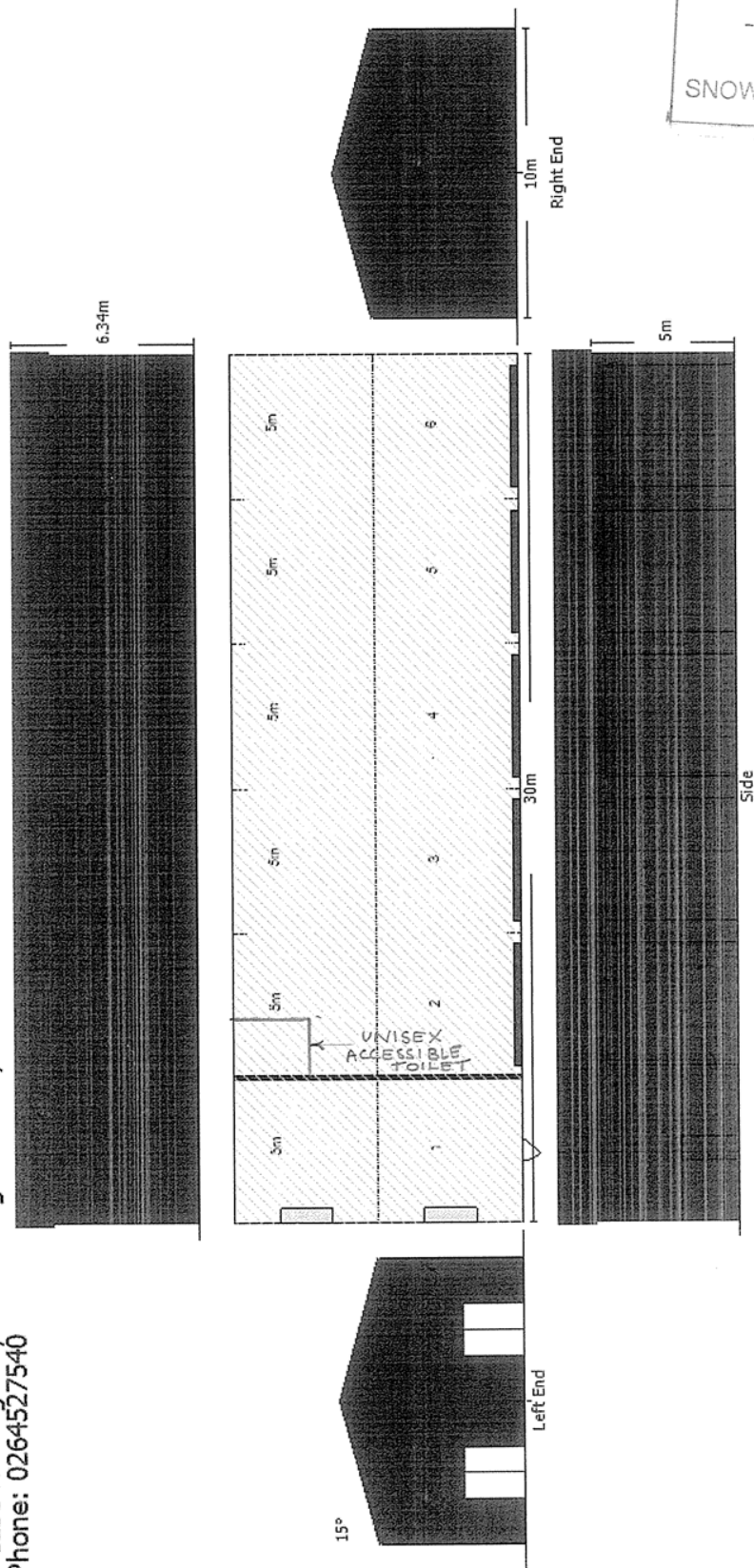
Property Number

50. The developer shall attach to the business signage a street number that is clearly visible from the street frontage of the property. To ascertain the correct street number for the site, the developer shall contact Council's Revenue Officer on (02) 6451 1195 during business hours.

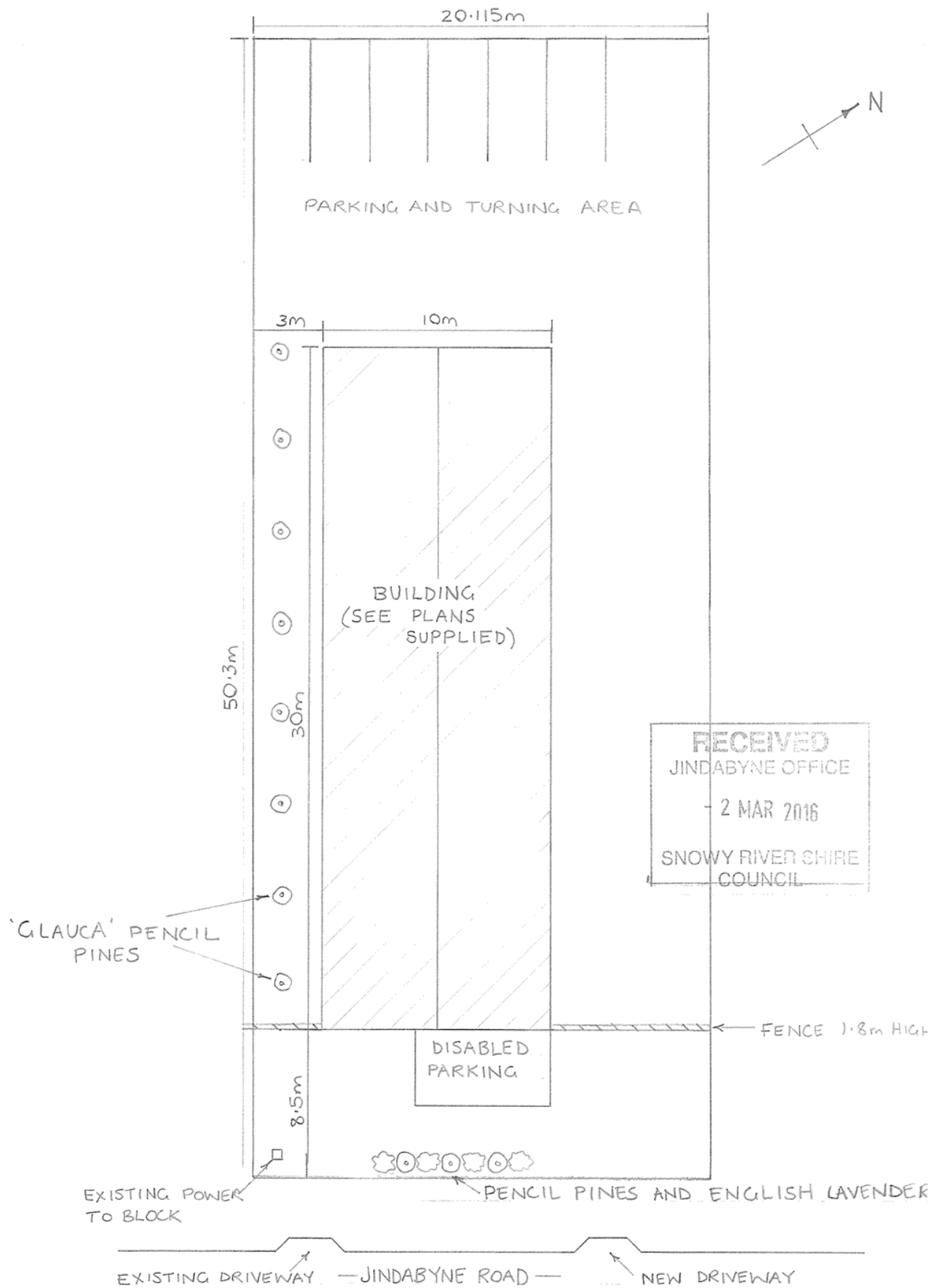
Hours of Operation

51. The hours of operation for the development shall be limited to between 8am to 5pm on weekdays.

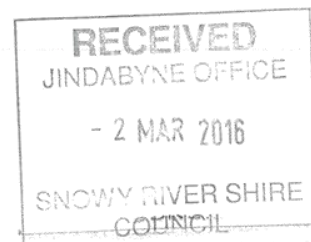
Building For:
Cal Off Road
Lot 6,7 Jindabyne Rd Berridale
Job Number: 14363
Produced by:
J Case Holdings Pty Ltd trading as Snowy Sheds
Phone: 0264527540

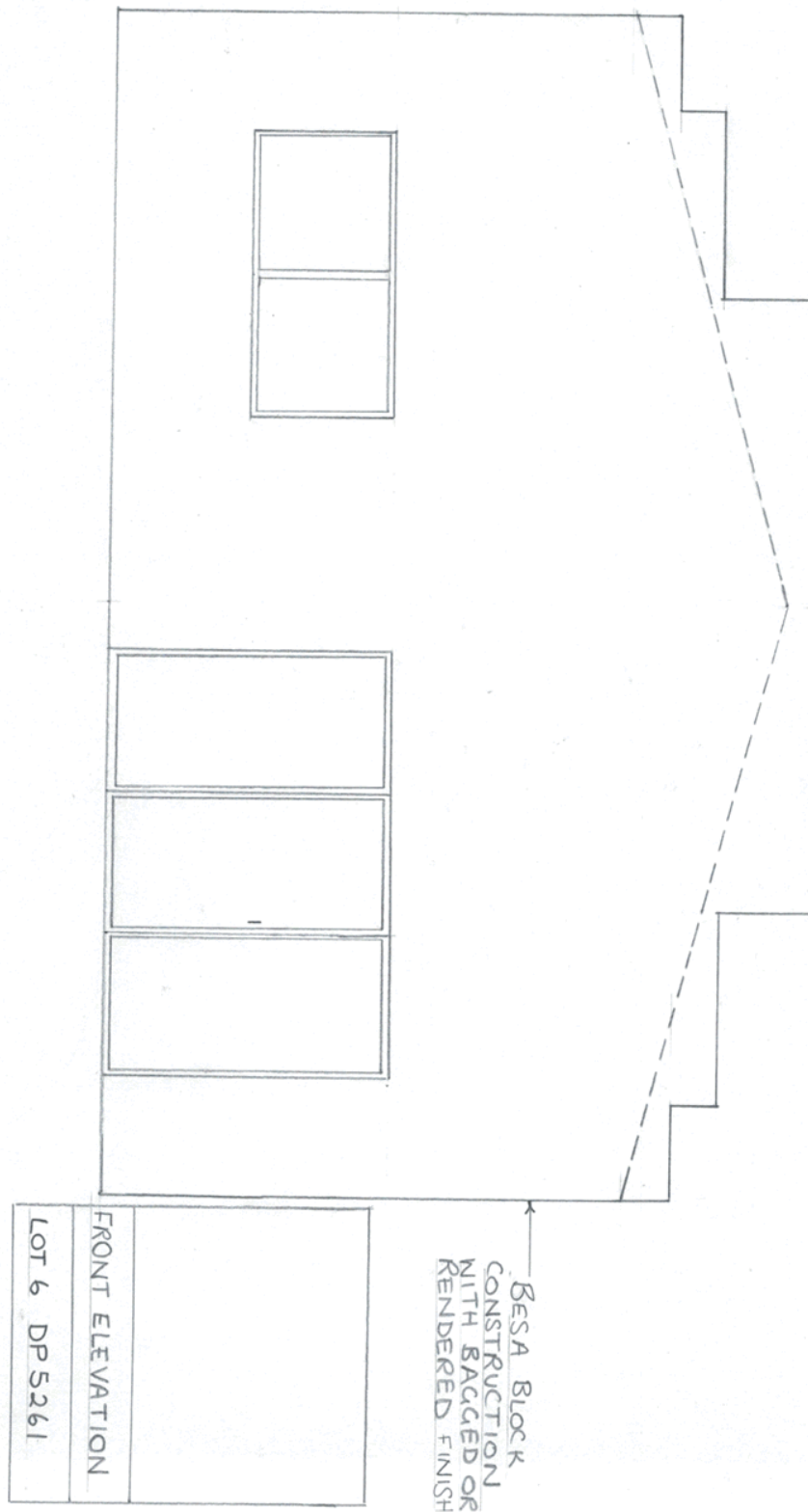


The local distributor you are dealing with is an authorised independent distributor of Fair Dinkum Sheds products and enters into agreements with its customers on its own behalf and not as an agent of Fair Dinkum Sheds.

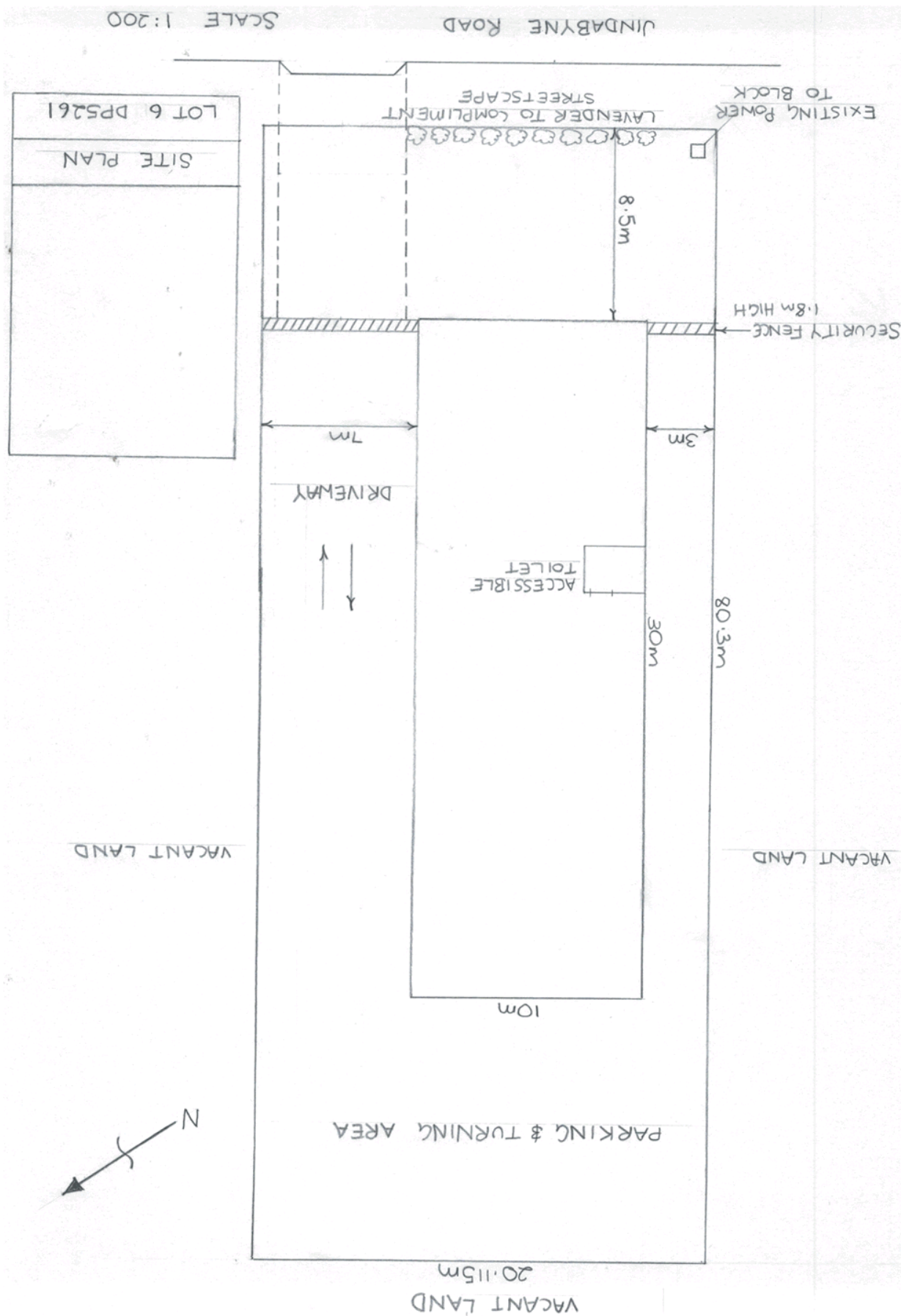


This 'CalOffroad' sign or one similar would be used on the shop front.
It is approximately 1.2m high x 2.5 wide.



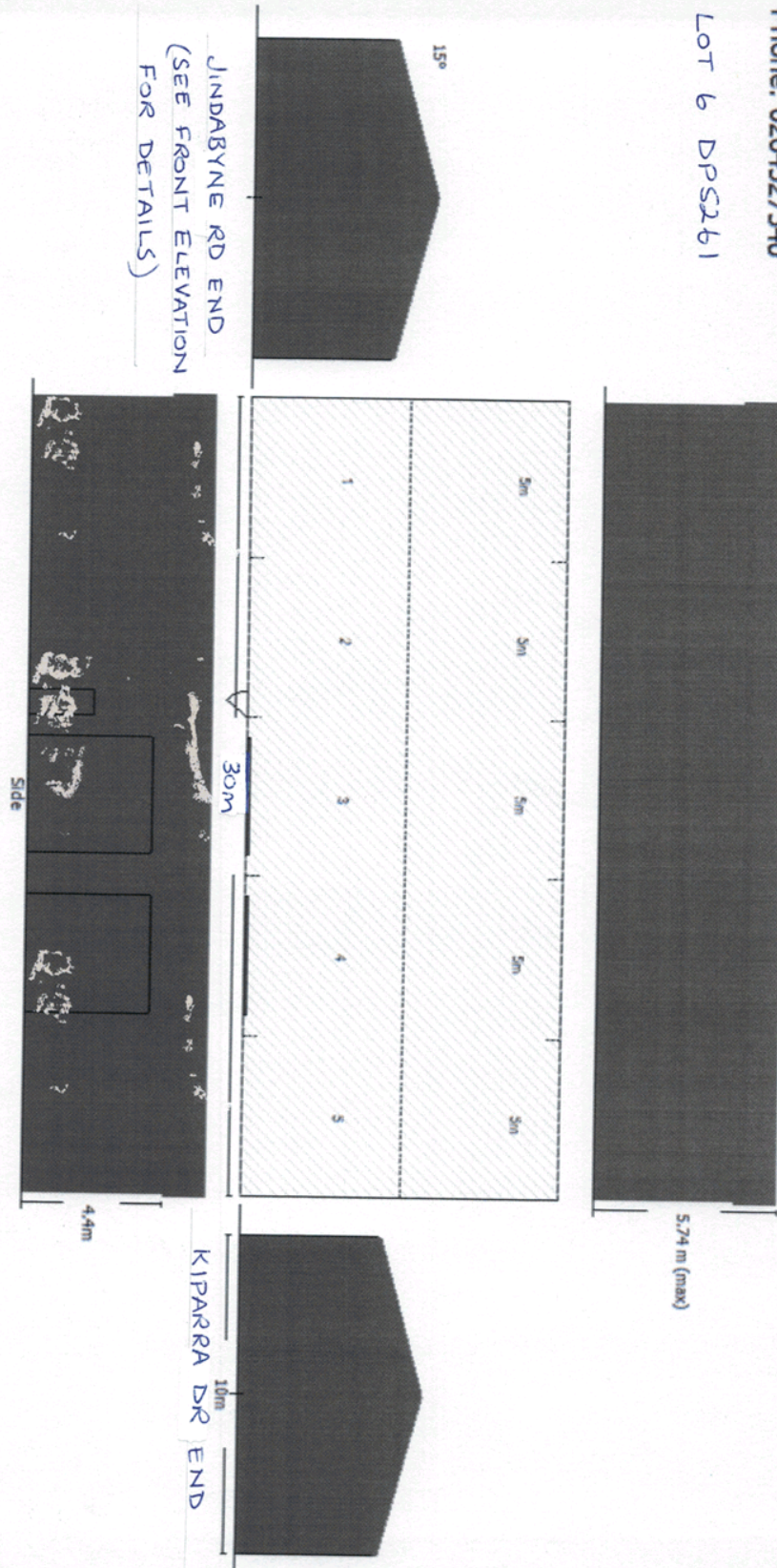


SCALE 1:50



Building For:
 Cal Goodman,, Cal Off Road
 Lot 6,7 Jindabyne Rd Berridale
 Job Number: 15529
 Produced by:
 Shed Elements Pty Ltd t/as Snowy Sheds
 Phone: 0264527540

Lot 6 DPS261



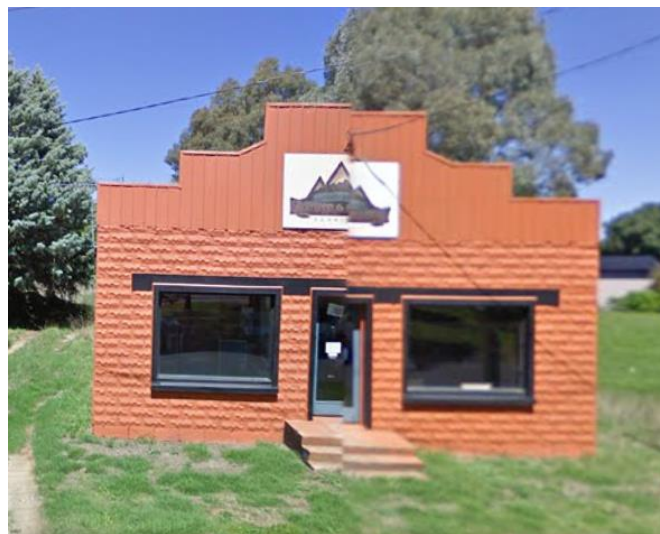
The local distributor you are dealing with is an authorised independent distributor of Fair Dinkum Sheds' products and enters into agreements with its customers on its own behalf and not as an agent of Fair Dinkum Sheds.

RE: DA2016/0132

Please find below additional information required as per letter received 27th May 2016.

Redesign of access and parking in relation to RMS comments – driveway access changed to single access. Driveway width is noted on the site plan and is 7m wide extending from the kerb and guttering to the rear of the building as advised is necessary by the RMS.

Redesign of the building, landscaping and finishes – Besa block Façade added to front of the building to complement the current heritage streetscape of Berridale. The shape is similar to that seen on 32 and 34 Jindabyne Rd as well as 1 Park St Berridale (pictures below). The Besa block front will have a bagged or rendered finish.



Provision of sufficient on-site car parking as a retail premises – The original application was described as “Shed & Office Space for Commercial Use”. After discussion with a Town Planner from the Snowy Monaro Regional Council I believe our business, which will operate from the premises, would be more aptly described as a Warehouse or distribution centre. According to the DCP for former Snowy River Shire the required parking spaces required for this use is 1 per 300m².

Non-compliance with the requirements of chapter F2 Berridale Village Centre – The new street-side façade of the building will be similar to 32 Jindabyne Rd and include large glass windows and doors which will be clearly visible and welcoming from the street and will break up the expanse of the façade.

Statement of Environmental Effects for Minor Development

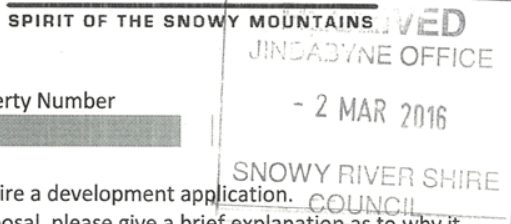


Office Use Only
Application No.

Date Rec.

Property Number

DA2016/0132



This may be used for minor development proposals that require a development application. If you believe a particular section does not apply to your proposal, please give a brief explanation as to why it does not apply.

Include your completed SEE with you development application documents for lodgment.

Site Details

Street Number

Street Name*

42

JINDABYNE RD

Property/Building Name

Suburb or Locality*

BERRIDALE

Lot & DP or SP Number *

LOT 6 DP S261

The correct Lot and DP/SP number can be found on the rate notices from Council or on the title documents for the land.

Description of Proposal

Description of Proposal

☐ Advertising Structure

☐ Alterations and/or additions

☐ Bed and Breakfast

☒ Earthworks

☐ Minor Subdivision of land

☐ Temporary use

☐ Dual Occupancy

☐ Home Business

☐ Change of Use

☐ Approval to Use

☐ Dwelling House

☐ Demolition

Detailed Description

Erect a shed including office space for use by a business selling vehicle suspension parts. Parts are sold mainly online / over phone but also to walk-in customers.
Shed would be built on the front half of the block to allow for possible future subdivision of the rear section of the block.

Description of the Site

What is the area of the site?(m²)

2022m²

Describe the site:

(Elaborate on the information provided on the site analysis plan. Include information such as the physical features of the site, for example slope and vegetation, existing services, view corridors, access.)

- Site is accessed via Jindabyne Rd Berridale as it has main road frontage
- Site slopes gently from Riparra Drive (rear of block) to the front.
- The front section of the block, where the proposed building would be situated, is grassed and void of any major vegetation.
- Power has been installed to a power box 1 metre inside the fence line boundary at the front of block.
- Water is currently connected to a tap on the block.
- The block has existing driveway access off Jindabyne Rd.

Describe the use of land adjoining the site:

The land is adjoined by vacant land on both sides and bordered by Jindabyne Rd at the front and Riparra Drive at the rear.

Present and Previous Uses

What is the present use of the site and when did this use commence?

Vacant land.

List the previous use(s) of the site

Have any potentially contaminating activities been undertaken on the property?

☐ Yes

☒ No

If Yes please identify:

Existing Structures

List existing structures

Existing Structure	Materials	Floor Area (m2)
Nil		

Are any of the above structures to be demolished as part of this proposal and if so which one(s):

Operational and Management Details – for applications related to carrying out a business

Note this section is not applicable to the construction of a dwelling house, alterations to a dwelling house or structures ancillary to a dwelling house.

Describe in detail the proposed business/activity.

Storage and sale of vehicle suspension parts ie shocks, coils etc.
Light fabrication of parts ie cutting and welding but only occasionally.

Total number of staff:	3
Maximum number of staff on duty at any one time	3
Maximum number of clients/customers expected in a day	10
Maximum number of clients/customers expected at any one time	2

Hours of Operation

8	am	to	5	pm	Monday to Friday
	am	to		pm	Saturday
	am	to		pm	Sunday /Public Holiday
	am	to		pm	Extended Hours

Expected vehicle types associated with the proposal:

passenger cars and 4wds.

Number of car parking spaces provided:

Location of car parking spaces provided

- At the rear of the proposed building
- One disabled space at the front of building

What are the arrangements for transport, loading and unloading of goods? What is the expected frequency of deliveries, size of vehicles and frequency of truck movements?

Goods are hand unloaded. Possible forklift in future.
Freight is generally dropped off in the morning and picked up in the afternoon. Freight is transported in a small courier van.

List of machinery associated with the proposed business/activity

- Possible Forklift in future
- Welder, grinder, Drill

List the type and quantity of raw materials, finished products and waste materials.

- Steel used for research and development of parts
- Finished products - Shocks, coils, springs and similar suspension parts, to be stored on racks in approx. 2 bays of shed.
- Waste packaging material including boxes and pallet wrapping.

How will waste be disposed of?

- Boxes and scrap metal will be recycled via commercial bin service & waste transfer station.
- General rubbish disposed of via commercial bin service

Identify and proposed hazardous materials or processes.

Nil

If your proposal involves the use of a spray booth, identify the location of the booth, manufacturers' specifications, details of exhaust ventilation and details of pollution control.

N/A

Threatened Species, Populations and Ecological Communities and their Habitats

Is the land identified as critical habitat or part of a critical habitat?

☒ No

☐ Yes You need to submit a Species Impact Statement to accompany your development application (this may form an appendix to this SEE)

Is the development likely to significantly affect threatened species, populations or ecological communities or their habitat?

☒ No

☐ Yes You need to submit a Species Impact Statement to accompany your development application (this may form an appendix to this SEE)

State Environmental Planning Policies

List any State Environmental Planning Policies (SEPPs) applicable to your proposal and demonstrate how your proposal complies with the provision of the relevant SEPP(s).

This may form an Appendix to this SEE

A list of the SEPPs can be found on the Planning and Infrastructure website :

<http://www.planning.nsw.gov.au/list-of-state-policies>

Snowy River Local Environmental Plan 2013

Copies of the Snowy River LEP can be found at

http://www.snowyriver.nsw.gov.au/Development/Local_Environmental_Plans

What is the land zoned?

RU5

How is the development defined under the LEP?

Complying development - Light industry

Is the use permissible in the zone

☒ Yes

☐ No

Expand on how your proposal meets the objectives of the zone

This proposal will add to the commercial core of Bamidale. It is located within precinct b (Bamidale Village Plan, 2001) which is the area of Bamidale geared towards commercial activities.

The business that operates from the premises will create job opportunities for the town and bring customers to the area that will need food and accommodation in the local area.

Colours used on the building and plants used in landscaping will be in keeping with the village/rural setting of Bamidale.

Essential Infrastructure

Town water

☒

Town sewer

☒

Electricity

☒

Telecommunications

☒

Is the proposal for temporary use of land (ie less than 28 days per year) ?

☒ No

☐ Yes please provide details:

Covenants, Agreements or Instruments

Does a covenant, agreement or similar instrument affect the property?

<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes please provide details:	
<div></div>	
Subdivision	
Do you propose to subdivide?	
<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes please provide the following details:	
How many existing lots?	How many proposed lots?
<div></div>	<div></div>
Please provide details of how the proposed subdivision complies with the relevant clauses of the LEP:	
<div></div>	
Dwelling Houses	
What is the size of the allotment?	<div></div>
Is the allotment in a Rural Area?	<input type="checkbox"/> No (you have finished this section) <input type="checkbox"/> Yes If yes is the land part or the whole of an existing holding?
<input type="checkbox"/> No <input type="checkbox"/> Yes please list the lots that form the existing holding	
<div></div>	
Are any dwellings or dual occupancies erected on any lots that form the existing holding?	

☐ No
☐ Yes If a dual occupancy exists on the land then no further dwellings can be constructed on the existing holding.

Dual Occupancies

What is the size of the allotment?
Is the dual occupancy: ☐ attached
☐ detached

Building Height

What is the maximum height of the proposed structure?

Control of Pollution

Will your proposal result in air, noise or water pollution?

☐ No
☐ Yes Please provide what measures will be implemented to minimize and/or control pollution.

Visual Impact

Is the development within a visual protection area (as defined in the LEP)?

☐ No
☐ Yes please provide details of how you have addressed the relevant clauses in the LEP

Access

Does the development have coinciding legal and practical access?

☐ Yes
☐ No Please provide details of how legal and practical access will be achieved.

Does the development require a new access to be constructed from an arterial road?

☐ No
☐ Yes Please be advised your development application may be referred to the NSW Roads and Maritime Authority for comment.

Erosion and Sediment Control

What erosion prevention and sediment control measures do you propose to implement?

- An erosion and sediment control plan must be submitted with your application for any development creating ground disturbance.

Flood Prone Land

Is your land flood prone?

☐ No

☐ Yes please provide details of the finished floor levels of the habitable rooms?

- A flood study may be required from Council if no information as to the flood levels are on file for the property.

Bushfire Considerations

Is the land classified as bushfire prone?

☐ No

☐ Yes Please provide details of how the development complies with the provisions of Planning for Bushfire Protection 2006. This may come in the form of a bushfire report and can be attached as an appendix to this SEE.

- If the development is for a residential subdivision or tourist development a bushfire report addressing the requirements of s100b of the Rural Fires Act will need to be provided and referred to the NSW Rural Fire Service as Integrated Development.
- For more information on what is required for building in bushfire prone areas please contact the NSW Rural Fire Service or visit their website www.rfs.nsw.gov.au

Trees and Native Vegetation

Do you propose to clear any vegetation as part of your proposal?

☐ No

☐ Yes Please provide details of the clearing to take place (note, this includes clearing for access and driveways and asset protection zones (in the case of development in bushfire prone areas))

Heritage

Is the proposal a heritage item?

☒ No

☐ Yes

Is the proposal in the vicinity of a heritage item?

☒ No

☐ Yes

Is the proposal within a heritage conservation area?

☒ No

☐ Yes

Will your development cause known potential harm and/or disturbance to Aboriginal objects?

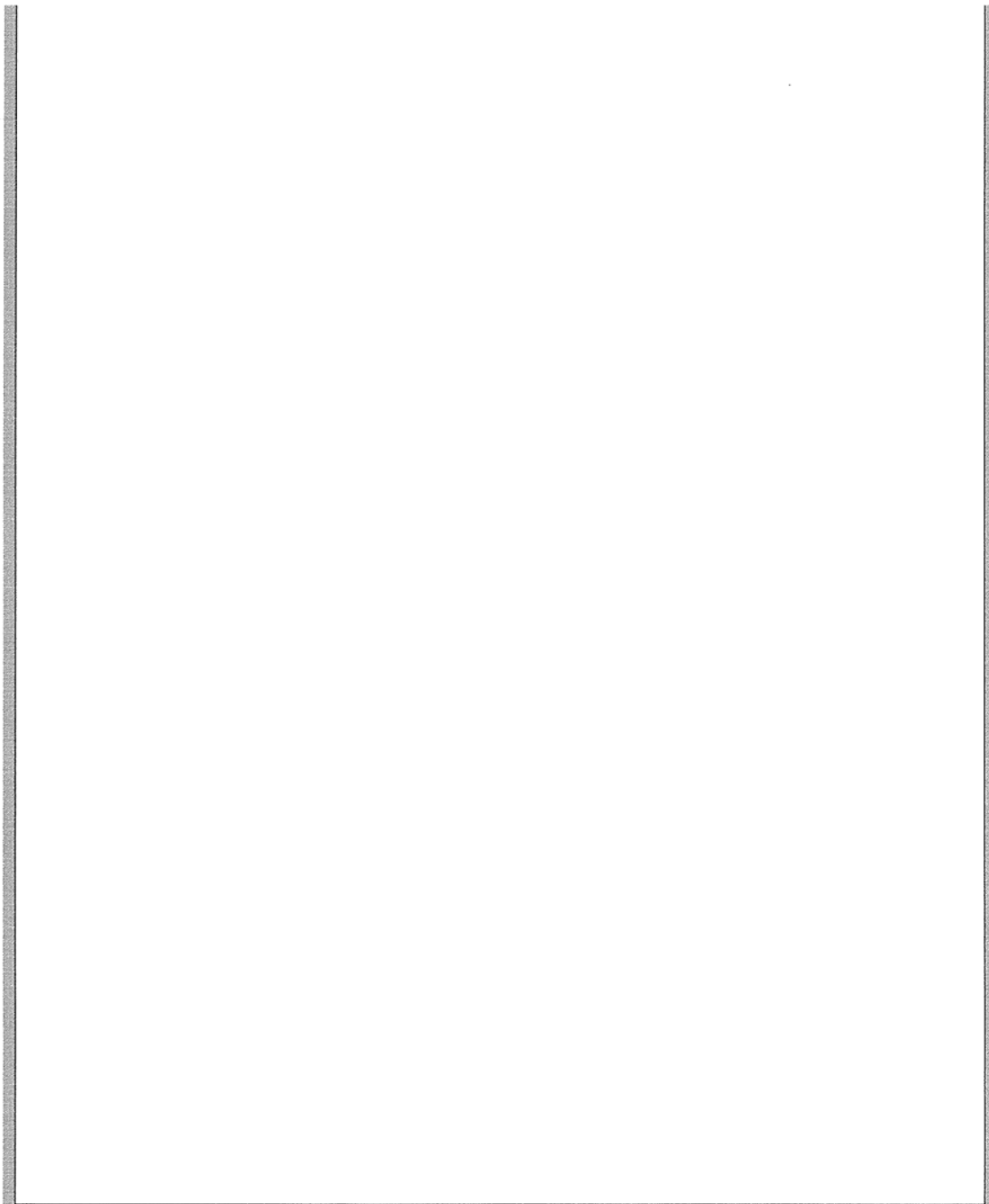
☒ No

☐ Yes

If you have answered yes to any of the above questions please provide a report addressing the relevant clauses in the LEP. This can be attached to this SEE as an appendix.

Snowy River Shire Development Control Plan 2013

List any sections from the DCP applicable to your proposal and demonstrate how your proposal complies with the provisions of the DCP. Where you are proposing a departure from the performance criteria contained within the relevant section written justification must be provided.



Our Ref: STH16/00063
Contact: Sasha Ryan 4221 2769
Your Ref: DA2016/0132



Transport
Roads & Maritime
Services

20 October 2016

Rohan Graham
Snowy Monaro Regional Council
BY EMAIL: records@snowyriver.nsw.gov.au

**DEVELOPMENT APPLICATION DA2016/0132 – 42 JINDABYNE ROAD BERRIDALE,
PROPOSED SHED AND OFFICE SPACE**

Dear Sir

Roads and Maritime Services (RMS) refers to your letter dated 29 September 2016 regarding the subject development application.

RMS has reviewed the information provided and will not object to the development application subject to the following comments being included in the conditions of development consent:

- Prior to the commencement of works, the developer shall obtain Section 138 consent under the Roads Act, 1993 from Council for all works on road.
- Only one access point to road from the subject property will be permitted. All other existing vehicular access points to road must be physically closed by reinstating the kerb and gutter to Council's satisfaction.
- The driveway on Jindabyne Road must be designed and constructed in accordance with Council standards and must be a minimum 5.5m wide for the first 6m from the property boundary to comply with section 3.2.2 of Australian Standard 2890.1.2004.
- The developer must apply for, and obtain a Road Occupancy Licence (ROL) from the RMS Traffic Operations Unit (TOU) prior to commencing works that impact a travel lane of a State Road or impact the operation of traffic signals on any road. The application will require a Traffic Management Plan (TMP) to be prepared by a person who is certified to prepare Traffic Control Plans. Should the TMP require a reduction of the speed limit, a Speed Zone Authorisation will also be required from the TOU. The developer shall submit the ROL application 10 business days prior to commencing work. It should be noted that receiving an approval for the ROL within this 10 business day period is dependent upon RMS receiving an accurate and compliant TMP.

Conditions of development consent relating to road work, traffic control facilities and other structures on the classified road network contrary to those outlined above are unlikely to receive RMS consent under the Roads Act, 1993.

Provided the above works are completed RMS issues its concurrence under Section 138 of the Road Act, 1993. In this regard, Council as the roads authority will be responsible for issuing Section 138 consent for the works within the classified road reserve and ensuring that the works are designed and constructed in accordance with relevant standards.


Roads & Maritime Services

Level 4, Southern Regional Office, 90 Crown Street, Wollongong NSW 2500 | PO Box 477 Wollongong East NSW 2520
T 02 4221 2460 | F 02 4221 2777 | www.rmservices.nsw.gov.au |

RMS highlights that in determining the application under Part 4 of the Environmental Planning and Assessment Act, 1979, it is the consent authority's responsibility to consider the environmental impacts of any road works which are ancillary to the development. This includes any works which form part of the proposal and/or any works which are deemed necessary to include as requirements in the conditions of development consent. Depending on the level of environmental assessment undertaken to date and nature of the works, the consent authority may require the developer to undertake further environmental assessment for any ancillary road works.

Upon determination of this matter, it would be appreciated if Council could email a copy of the Notice of Determination to RMS via development.southern@rms.nsw.gov.au.

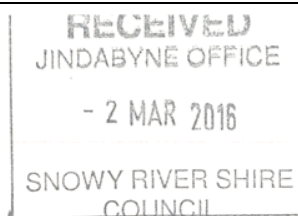
Yours faithfully



Chris Millet
A/Network and Safety Manager
Southern Region

Roads & Maritime Services

Level 4, Southern Regional Office, 90 Crown Street, Wollongong NSW 2500 | PO Box 477 Wollongong East NSW 2520
T 02 4221 2460 | F 02 4221 2777 | www.rmservices.nsw.gov.au |



Development Assessment
Shop 3 Razorback Plaza,
Gippsland Street Jindabyne
PO Box 143 Berridale NSW 2628
www.snowyriver.nsw.gov.au

For Appointments or Information Please Call 02 6451 1550
Business Hours – Monday to Friday 8.30am to 4.30pm

DA2016 032 Date Rec: 4/3/16 Receipt No: 101479 PN: 102019

Development Application

Made under section 78A of the Environmental Planning and Assessment Act 1979

This form is required to apply for consent to carry out development. The **DA Guide** is available to assist in completing this application. Please place a cross in the relevant boxes and fill in the relevant sections if not applicable leave blank. This application can be lodged by mail or in-person at Council's Jindabyne Office. This application cannot be lodged by fax.

1. Pre lodgement Meeting (if applicable)

Officer Name: Sophie Ballinger

Date:

2. Applicants Details

All correspondence relating to this application will be sent to the address below and any contact with Council Officers is limited to those listed as applicant.

Name: Callum Goodman and Narelle McPhee

Company/Organisation:

Address: PO Box 113

Suburb: BERRIDALE

Postcode: 2628

Phone: BH: Mobile: Fax:

Email:

3. Land to be Developed

Unit/Street No: 42

Street or Property Name: JINDABYNE RD

Suburb or locality: BERRIDALE

Lot & DP/SP or Section: LOT 6 DP 5261

The correct Lot and DP or SP, can be found on rate notices from Council or on the title documents for the land.

4. Description of Proposal

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> New construction | <input type="checkbox"/> Subdivision of land or a building | <input type="checkbox"/> Change of Use |
| <input type="checkbox"/> Alterations and/or additions | <input type="checkbox"/> Temporary use | <input type="checkbox"/> Approval to Use |
| <input type="checkbox"/> Demolition | <input type="checkbox"/> Tree Removal | <input type="checkbox"/> Holiday Letting |

Description Details ie - build a house, dual occupancy, change of use to holiday dwelling, boundary adjustment, subdivide land (if subdividing then indicate the number of lots and purpose of each lot).

Build a shed and office space attached for commercial use.

5. Staged Development

Is this application for staged development consent?

- ☐ Yes If **YES** please attach information which describes the stages of your development and/or a copy of any consent already approved for part of your development.
- ☒ No

6. Cost of Building and Application Fees

Construction costs are to be based on **\$1,500/m²** of building for residential buildings, and **\$750/m²** for ancillary works (e.g. balcony, verandas, and carport). For commercial retail and industrial development current commercial construction rates apply.

Please supply a breakdown if the development includes more than one building. (e.g. dwelling house & shed)

Gross Floor Area	(m ²)	x	Price	=	Cost of Building
Building		x	\$1500	=	\$
Ancillary works (ie balcony, verandas, and carport)		x	\$750	=	\$
Total Cost of Building				=	\$ 95,000

Once the cost of building has been determined please contact Council's Customer Service Officer in Jindabyne on (02) 6451 1550 for an application fee estimate or refer to Council's Schedule of Fees and Charges.

Please note that incorrect calculation of fees can incur additional payment and result in delays in processing the application.

Integrated development or concurrence from State Agencies, requires a fee of \$250 made payable to each authority and a once only processing fee of \$110 made payable to Council.

7. Environmental Effects of the Development

Is the proposal Designated Development?

- ☐ Yes - Please attach an Environmental Impact Statement (EIS)
☒ No - Please attach a Statement of Environmental Effects (SEE) ALL applications must be accompanied by a statement of environmental effects

Is the proposal likely to have a significant effect on threatened species, populations, ecological communities or their habitats?

- ☐ Yes - Please attach a Species Impact Statement (SIS)
☒ No

Will the proposal involve the change of use of a building other than a dwelling house?

- ☐ Yes - Please attach the current and proposed Category 1 Fire Safety Provisions
☒ No

8. Concurrences from State Agencies

Does the development require the concurrence of State Agencies?

- ☒ Yes - Please list any agencies whose concurrence is required:

RMS - driveway

Please attach:

- ☒ No
- A full copy of this application for each agency/authority

9. Approvals from State Agencies – Integrated Development

Is the application for integrated development?

- ☐ Yes - Please complete **DA Supplement 1 – Integrated Development** and submit with your application.
Please attach a full copy of this application for each agency/authority

- ☒ No

10. Other approvals from Council

Do you want Council to approve any other activity at the same time as this application? The following are a number of approvals most commonly applied for with a development application. This list is not exhaustive and there are a number of other approvals, which may be relevant to your development. A list can be found in the Development Application Help Guide or in Councils Ancillary Activity Application form.

- ☐ Construction Certificate application form attached
- ☐ Driveway/Crossover/Road Works (Section 138) application form attached
- ☐ Sewerage, Stormwater Drainage, Water Supply, connect to Council Sewer application form attached
- ☐ Install an On-Site Sewage Management Facility application form attached
- ☐ Operate an On-Site Sewage Management Facility application form attached
- ☐ Water Connection application form attached
- ☐ Install a manufactured home, Ancillary Activity Application form attached
- ☐ Other _____, Ancillary Activity Application form attached

11. BASIX Certificate

A BASIX Certificate is required for a new house or for residential alterations and additions worth more than \$50,000.

The Building Sustainability Index (BASIX) is a web-based planning tool designed to assess the potential performance of residential buildings against a range of sustainability indices.

A BASIX Certificate identifies the sustainability features required to be incorporated in the building design. These features may include sustainable design elements such as recycled water, rainwater tanks, AAA-rated showerheads and taps, native landscaping, heat pump or solar water heaters, gas space heaters, roof eaves/awnings and wall/ceiling insulation.

You need a BASIX Certificate in Snowy River Shire when BASIX applies to the type of development for which you require approval. Commencement dates and details of types of development are at www.basix.nsw.gov.au.

The applicant is required to submit the BASIX Certificate with the Development Application or Complying Development Certificate application. The plans and specifications must also identify the BASIX commitments which will be checked by a professional building certifier during construction. Where submitted plans or specifications are inconsistent with the relevant BASIX Certificate, Council should require applicants to submit consistent applications before progressing the assessment process, either by amending plans / specifications or by submitting a new BASIX Certificate with commitments that match the rest of the application.

Applicants can generate the BASIX Certificate only on the NSW Department of Planning' BASIX website: www.basix.nsw.gov.au. For more information, phone the BASIX Help Line on 1300 650 908.

- ☐ Yes - BASIX Certificate Required ☒ No - BASIX Certificate Not Required.

Please note that BASIX commitments MUST be shown on DA plans.

12. Supporting information

- Please see Councils **DA Application Help Guide and Lodgment Checklists** for submission requirements
- A Statement of Environmental Effects (SEE) is required to be completed for **ALL** applications.
- A list of all accompanying documents (ie plans, statement of environmental effects etc) on a separate covering letter or plan cover sheet is required for **ALL** applications.
- You can support your application with additional material such as photographs, aerial photographs, slides, models and plans to illustrate your proposal.
- For required plans please see Council DA Application Help Guide and Lodgment Checklists **All plans submitted are to be folded to A4, NOT rolled.**

13. Crown Development


If the application is Crown Development in accordance with the provisions of the *Environmental Planning and Assessment Act 1979* please identify the Crown Agency - _____

14. Owners Consent

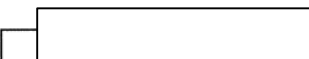
- Must be signed by all land owners.
- If the owner is a company or owner's association eg: Body Corporate must be signed by a director or secretary UNDER COMMON SEAL.

As the owner(s) of the land to which this application relates, I/we consent to the making of the application and give consent for Council, its officers or agents to enter the land without first having given notice for the purpose of processing this application to carry out inspections, take photographs, videos, surveys and measurements.

Name: Narelle McPhee Date: 23/2/16

Signature: 

Name: Callum Goodman Date: 23/2/16

Signature: 

15. Privacy Policy

The information you provide in this application will enable us, and any relevant state agency, to assess your application under the *Environmental Planning and Assessment Act 1979* and other applicable state legislation. If the information is not provided, your application may not be accepted.

If your application is for designated development or advertised development, it will be available for public inspection and copying during a submission period. Written notification of the application will also be provided to the neighbourhood. You have the right to access and have corrected information provided in your application. Please ensure that the information is accurate and advise us of any changes.

16. Disclosure of Political Donations or Gifts

Under section 147(4) of the *Environmental Planning and Assessment Act 1979* ('the Act') a person who makes a development application to a council is required to disclose the following *reportable political donations and gifts* :

- (a) all reportable political donations made to any local councillor of that council. Reportable political donations include those of or above \$1,000.
- (b) all gifts made to any local councillor or employee of that council.

Have you or any person with a financial interest in this application made any of the above political donations or gifts in the last 2 years?

☐ Yes - Please complete the **Snowy River Shire Political Donations Disclosure Statement** and submit with your application.

☒ No

17. Applicants Declaration

I/We the undersigned hereby apply for approval of the development/activity proposal described in the plans, specifications and documents accompanying the application.

I/We undertake to carry out that development/activity in accordance with any approval granted by the Council and to conform to the provisions of the relevant Act(s), Regulations, Codes and planning instruments.

I also understand that:

- ☐ if incomplete, the application may be delayed or rejected
- ☐ more information may be requested

Name: Date:

Signature: