

Berridale Community Meeting

Responses to community questions – October 2022

Thank you to everybody who attended our October Community Meeting in Berridale. As promised, we're providing detailed answers to the questions you asked on the night.

Access for emergency vehicles, access with locked bollards – the temporary access of Jindabyne Road is locked. If this remains, it will be a problem for RFS access for house fires.

This is only a temporary emergency access whilst the subdivision is under construction.

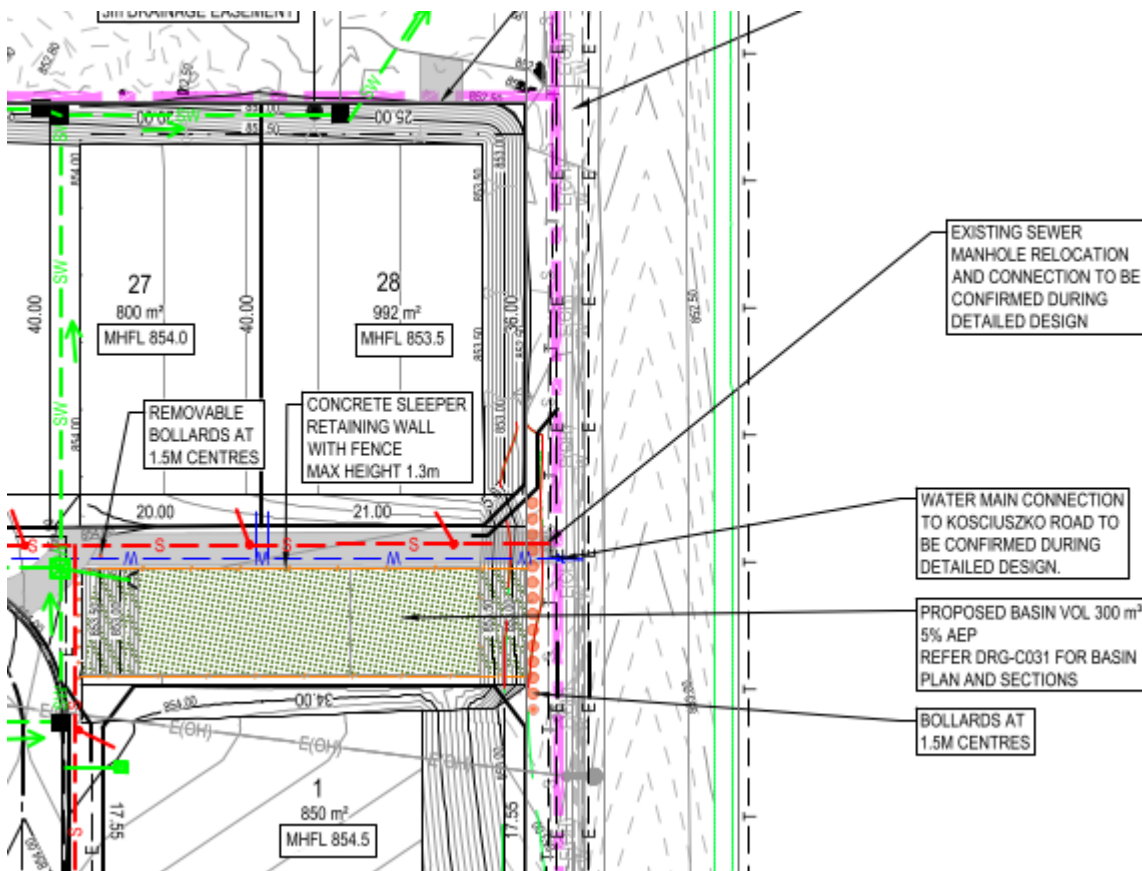
Dedication of Public Reserve

Condition SUB_42 requires that:

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

This was amended from the original approval to include storm water detention, pedestrian access and utility services and connections. This condition was imposed and amended in consultation with Transport for NSW (TfNSW). The bollards referenced on the plan below are to restrict vehicular access and use of this pedestrian pathway by vehicles.

The access for emergency service vehicles would be primarily through the existing road network and the land between Jindabyne Road and Road 1 is an alternative secondary access.



**Jindabyne Road needs traffic calming – ideally a roundabout.
 Why have developers not been conditioned to do this upgrade?
 Primarily winter traffic. Many accidents and near misses in Berridale.**

The applicant submitted a Traffic Assessment Report as part of their development application. Upon assessment of the report by TfNSW and Council, upgrades were required and form part of the conditions required by TfNSW.

The following conditions have been placed on the development consent as required by TfNSW with respect to upgrades of the intersection between Jindabyne Road and Mackay Street:

- *As a minimum the intersection of Mackay Street with Jindabyne/Kosciuszko Road shall be designed and constructed to provide a sealed Basic Right Turn (BAR) and Basic Left Turn (BAL) treatment on Jindabyne/Kosciuszko Road in accordance with the Austroads Guide to Road Design as amended by the supplements adopted by Transport for NSW for the posted speed limit and to accommodate the design vehicle. Kosciuszko Road is an approved B-Double route.*
- *The intersection of Mackay Street with Kosciuszko Road shall be designed and constructed so as not to interfere with the capacity of the current roadside drainage network and to prevent water from proceeding onto, or ponding within, the carriageway of the Kosciuszko Road.*
- *Any damage or disturbance to the road reserve of Kosciuszko Road shall be restored to match surrounding landform in accordance with Council requirements. All redundant driveways or gates to Kosciuszko Road shall be removed and the site within the road reserve shall be reinstated to match the surrounding roadside landform in accordance with Council requirements.*

There were no conditions for a roundabout and TfNSW did not require this as an upgrade to service the development.

The performance of an existing road network was assessed in the Traffic Report provided by the applicant. The operating performance of the Jindabyne & Mackay Street intersection was specifically assessed in this report. The report used SIDRA 9.0 intersection modelling software to assess the proposed peak hour operating performance of the intersection of Jindabyne Road (Kosciuszko Road) and MacKay Street.

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

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

Table 4 Level of service criteria for intersections

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

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

Infrastructure to support village - for example playground and stormwater upgrade

New stormwater infrastructure installation will be required in the development in accordance with Council's Specifications. Council's Development Engineers assessed the application and appropriate conditions of consent were included to manage stormwater on the site.

Conditions requiring stormwater management have been included in the conditions of consent, these include:

- *Storm Water Drainage – Council System - Amended by 10.2021.382.2 The developer shall construct storm water drainage infrastructure to service each lot in the development in conformity with the standards set out in Council's "Snowy River Development Design and Construction Specifications".*
- *Each lot, where possible, shall be connected to an underground piped drainage system and each lot shall be provided with a separate grated pit connection.*
- *Lots 1 to 6 and Lot 28 shall not be directly connected to the Council table drain in Kosciuszko Road and shall be graded so that storm water runoff from roof and paved areas on each of these lots drains to Road 01 or to a piped drainage system within the subdivision.*

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

No playground upgrade was required as there is an existing playground at the intersection of Hoskin Street and Kiparra Drive, which was considered adequate to service the development. The developer was required to make contributions towards Open Space, in accordance with the Snowy River Contributions Plan 2008.

Footpaths were required within the development and to extend outside of the development site to provide connectivity from the development to the intersection of Hoskin and Mackay Street, via Kiparra Drive. This requirement is a condition for consent that is to be undertaken and paid for by the developer at no cost to Council. This will be a benefit not only to the residents of the proposed subdivision, but also to surrounding residents.

The following conditions were imposed to require these upgrades prior to the release of the subdivision certificate:

SUB_35 Concrete footpath – internal

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

- *Concrete pavement not less than 1.2 metres wide*
- *Minimum concrete thickness 100 mm*
- *Minimum concrete strength grade 25 MPa*
- *Minimum reinforcement SL72 steel mesh*

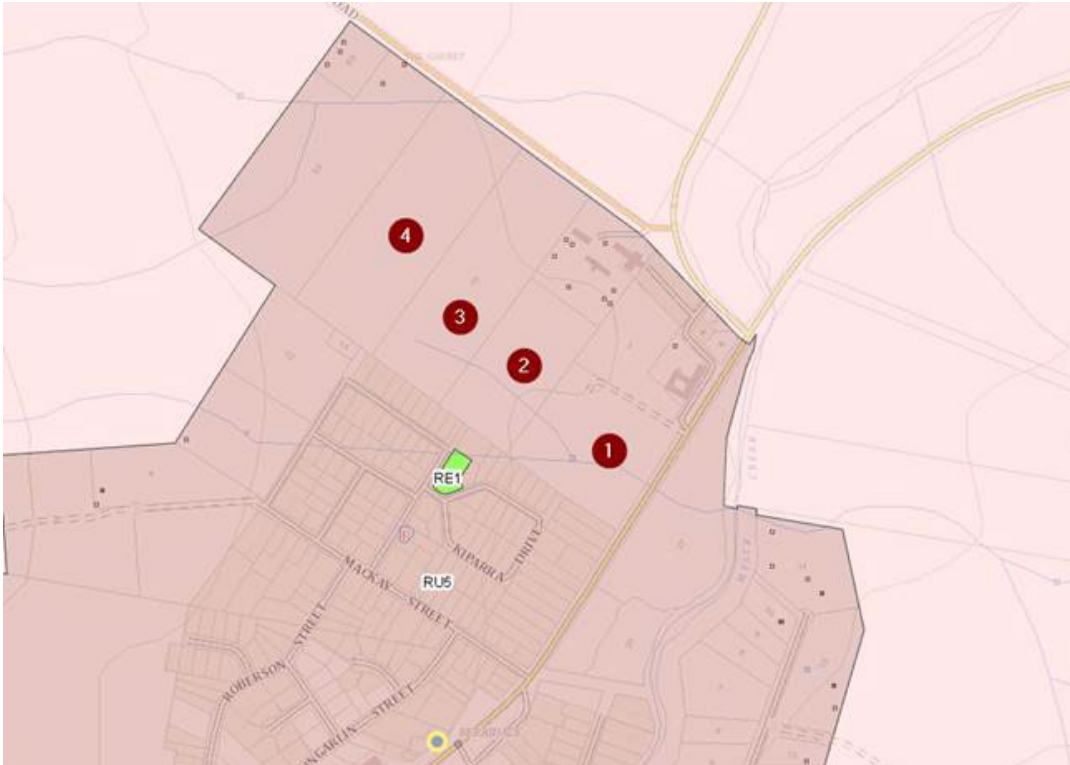
SUB_36 Concrete footpath – internal

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

- *Kiparra Drive from the end of the internal footpath in Road 02 to Hoskin Street*
- *Hoskin Street from Kiparra Drive to Mackay Street* Design and construction shall be in conformity with the standards specified in Council's "Snowy River Development Design and Construction Specifications" to include the following:

- Concrete pavement not less than 1.2m wide
- Minimum concrete thickness 100mm
- Minimum concrete strength grade 25 MPa
- Minimum reinforcement SL72 steel mesh
- Pedestrian refuges shall be constructed to the satisfaction of Council and with the endorsement of the Snowy Monaro Local Traffic Committee where the footpath crosses each road. A plan showing regulatory controls for the prioritisation of traffic at the “Y” junction in Kiparra Drive to the satisfaction of Council and with the endorsement of the Snowy Monaro Local Traffic Committee shall be implemented.

Will a road network be in place? Will subdivision three be in place before number one? If so, it will make it a lot easier to access for residents and emergency services.



Subdivision three may be in place before subdivision one – however, Council cannot control the rate of development once an approval has been issued. It is up to the developer of the land how long they take to finalise subdivision works and seek a subdivision certificate.

Access to Kiparra Drive: will access to Mackay Street subdivision be through Kiparra Drive?

Yes, access to the subdivision approved at 10 Jindabyne road is proposed to be through Mackay Street, Hoskins street and then Kiparra Drive.

Can a service road be put in place in front of the motel?

Can this road be used as an alternative access into the subdivision?

Could this be considered and addressed before subdivision works certificate?

The applicant did not propose an access to Southern Cross Drive. A traffic assessment was undertaken as part of the development application that demonstrated that the traffic for the development could be accommodated through the existing road network without an additional access through Southern Cross Drive.

There is no requirement in the development consent for an alternative access via Sothern Cross Drive. As the consent has been issued it is not possible to require an additional access through the subdivision works certificate process. The subdivision works certificate is the approval of the civil works as per the approved subdivision plan.

Will Kiah Lake Road be upgraded as part of subdivision, by developers?

DA 10.2021.287.1 (subdivision three above) requires the upgrade and widening of Kiah Lake Road as per the following condition of consent and is to be undertaken and paid for by the developer:

Road Widening - Kiah Lake

The developer shall widen the existing pavement of Kiah Lake Road from the intersection of the Kiah Lake Road and Middlingbank Road to the south western boundary of Lot A DP 321480 in conformity with Council's Development Design and Construction Specifications to include the following:

- *Widening to 8m bitumen sealed pavement.*
- *Table drain of either side of the road in accordance with standards set out in Council's Development Design and Construction Specifications Grassing of footway areas.*

The intersection of Kiah Lake Road and the new subdivision entrance will be required to meet appropriate standard through conditions of consent.

Could council write to minister re access off Kiah road to ensure it is upgraded?

This is not necessary as conditions of consent have been imposed to ensure that upgrades as required by Council are to be carried out and paid for by the developer, prior to the issue of the subdivision certificate for stage one of the development.

Reduce speed limit for Berridale

This has been discussed at the most recent local traffic committee meeting and further discussions will be held with Transport for NSW (TfNSW).

Traffic volume study in Berridale: Did the authors of the traffic study visit Berridale? Was the assessment a desk top exercise?

Council cannot comment on whether the traffic study visited Berridale. The study was carried out by suitably qualified professional traffic engineers and the contents of the study was reviewed by Council staff and TfNSW. A full assessment of the traffic impact was undertaken as part of the development assessment process and was reported to Council. This assessment is in the business paper of that meeting and is publicly available.

Flooding on Park Street

The road when constructed was intended to act as a causeway with water flowing over the bitumen pavement, and two to three years of La Nina have not allowed the area to dry out – leading to constant inundation. Stormwater pipes / causeway can be considered similar to Myack Street, however funding would need to be sourced to have these installed and road levels raised.

Open drain from Mackay Street to Snowgate Hotel, no footpath

Stormwater needs to be addressed and with the additional development footpaths need to be considered. Not just a footpath within the subdivisions.

This can be considered and a study undertaken, provided funding is identified. Even though the area outside the edge lines of Jindabyne Road is under Council's management, pedestrian movements and restructured stormwater would impact the TfNSW asset and work would need to be planned in conjunction with them. Due to the high risk nature of installing this infrastructure, due to tight area conditions and high traffic volumes, consideration will be important and there will be no short term fix to address this.

Ability for turn right/left off Jindabyne Road and Middlingbank Road. At least intersection upgrades with slip lanes, similar to those at entrances to East Jindabyne and Tyrolean

No upgrade works on the intersection of Middlingbank Road and Jindabyne Road have been required by these consents. Upgrade works have been required for Kiah Lake Road and the intersection between Jindabyne Road and Mackay Street.

Upgrade of Mackay Street intersection: is this a condition of consent?

Yes, there is a condition of consent on DA - 10.2021.382.1 to upgrade the intersection of Mackay Street and Jindabyne Road at the full cost of the developer.

As a minimum the intersection of Mackay Street with Jindabyne/Kosciuszko Road shall be designed and constructed to provide a sealed Basic Right Turn (BAR) and Basic Left Turn (BAL) treatment on Jindabyne/Kosciuszko Road in accordance with the Austroads Guide to Road Design as amended by the supplements adopted by Transport for NSW for the posted speed limit and to accommodate the design vehicle. Kosciuszko Road is an approved B-Double route.

The intersection of Mackay Street with Kosciuszko Road shall be designed and constructed so as not to interfere with the capacity of the current roadside drainage network and to prevent water from proceeding onto, or ponding within, the carriageway of the Kosciuszko Road.

Any damage or disturbance to the road reserve of Kosciuszko Road shall be restored to match surrounding landform in accordance with Council requirements. All redundant driveways or gates to Kosciuszko Road shall be removed and the site within the road reserve shall be reinstated to match the surrounding roadside landform in accordance with Council requirements.

Can we calm the traffic at sub division one with the installation of a roundabout? Can Council speak to Transport for NSW about making this a condition on the developer?

The applicant submitted a Traffic Assessment Report as part of their development application. The development application was assessed in consultation with TfNSW as Jindabyne Road is a Classified State Road. Upon assessment of the report by TfNSW and Council, upgrades were required and form part of the conditions required by TfNSW. TfNSW did not impose a condition for a roundabout on Jindabyne but instead required that the instruction be upgraded to a BAR/BAL. There will be further discussions with Transport for NSW on this.

Footpath: have footpaths within the subdivision been conditioned?

Yes, footpaths are required in all of the subdivisions approved as per Council's Design Specifications. DA 10.2021.382.1 has also been conditioned to extend the footpaths from the development site into Kiparra Drive and Hoskin Street to Mackay Street.

DA10.2022.154.1 is still under assessment. As such, Council cannot provide comment on what conditions may be imposed should the development be approved. However all subdivisions must comply with the requirements of Councils DCP which require footpaths within residential subdivisions.

Future subdivisions: a lot of detailed planning (master planning) needs to go into the remainder of Berridale. Lots of infrastructure issues. Do not develop in a piecemeal manner.

The approved subdivisions and development applications currently before Council for assessment are all within the township area of Berridale and have been zoned for many years for residential development. Two of the four subdivisions are within the urban release areas of Berridale and are considered to be areas where further residential development would occur.

The assessment of these subdivisions is carried out within the provisions of the Snowy River LEP and DCP which identified these areas for this type of development. In assessing these four subdivisions, Council has endeavoured to ensure connectivity between separately owned private land. This is demonstrated by the approved and proposed road and pedestrian network.

In the development of the upcoming Snowy Monaro Regional Council LEP & DCP, detailed planning and studies have been undertaken, including infrastructure serviceability, public amenity and land use compatibility.

Documentation relating to these proposed planning instruments will be publically exhibited. This would be the best time to provide comments toward to the future planning standards for Berridale.

NSW RFS volunteer felt access is a problem and fighting house fires will be unsafe. Did NSW RFS comment? Both from a PBP and emergency response perspective?

10 Jindabyne Road is not mapped as Bushfire Prone Land and as such was not required to be referred to the RFS under Planning for Bushfire Protection.

The other subdivisions are identified as being Bushfire Prone Land and as such, there are conditions of consent imposed by the RFS. Access to the subdivisions are through residential streets that meet standard road width requirements for the traffic volumes generated by the residential developments (including the new subdivision).