



CALLALA BAY COMMUNITY ASSOCIATION INC.

Community Consultative Body to Shoalhaven Council for Callala Bay ABN 6803 198 0561
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PO Box 14, Callala Bay NSW 2540

Attention: Scott Wells,
Michael Strachan, and
Martin Uptis

The General Manager
Shoalhaven City Council
P O Box 42
Nowra NSW 2541

Dear Sir / Scott

Regarding Chisholm St (Callala Bay) roadway and shared path.

This submission is made on behalf of CALLALA BAY COMMUNITY ASSOCIATION (a CCB).

This community regards this as a very **high priority project to achieve in partnership with Council.**

For several years the community, this association, and individual citizens have been **BOTH** actively seeking support from Council & state **AND** working on the ground literally with shovels and barrows on two key shared pathway projects:

- a) Pathways connecting to the Callala Public School, shops, medical centre and other central facilities;
- b) The Round the Bay pathway for Jervis Bay.

This first project has many objectives and achieves many goals:

1. resolving safe pedestrian and cycle movement especially to the school, to medical centre and to shopping centre,
2. providing the missing shared path to complete the main village to village route,
3. removing direct conflict with motor traffic including trucks and buses,
4. providing safe motor traffic lanes and
5. resolving drainage hazardous to pedestrians, cyclists, and motor traffic.

This Chisholm Street project has dedicated funding available, held by Council, levied when any Development Application is approved for this DCP41 area.

Particular urgency has developed in relation to Chisholm Street as a result of a Subdivision Application SF10418, for Lots 23 and 24, S. 5a of DP9063, Chisholm Street, Callala Bay (Owner: Shoalhaven City Council. Applicant: SET Consultants)

1. Community consultation

Council notified the proposed subdivision by letter to the adjoining property owners and to the community association/s, and extensive discussion has been promoted by this Association within the immediate and wider community.

The community and Association have responded to that subdivision DA directly, but the implications are urgent and critical for remediating the roadway and providing for the interrupted pathway to be completed.

2. Implications of DCP41

Council's DCP41 is available on-line. Development Control Plan 41 (DCP41) applies to this land.

"7.8 Roads – Road construction works will be required. It is proposed to levy a contribution for road works and current fees and charges are contained within Council's Section 94 Contribution Plan.

“7.9 Drainage - Drainage has now been integrated into the road works for the area. A proportion of the roads contribution covers the drainage works and this is reflected in the charges in Council’s Section 94 Contribution Plan.”

Contributions are required under s.94 towards roads and drainage ... OR construction of roads and drainage to required standards might be negotiated in lieu of the s.94 contributions.

The fund number is “02ROAD2007”, named “Development Control Plan 41 Road construction (Callala Bay)”

Note: it should be checked

- That there has been no move to redefine DCP41 away from these allotments, &
- That there is no (wrong) assumption that the road and drainage have been correctly and adequately constructed in Chisholm St and the stub of Sheaffe St adjoining to the West, &
- That there is no intention by the Council as current owner to avoid responsibility for adequate road, kerb & gutter, and drainage provision to real required standards, & very importantly
- What funds have been directed to what projects from “Development Control Plan 41 Road construction (Callala Bay)” during the Plan’s existence.

3. Chisholm Street Roadway design for traffic

3.1 FIRST. Anomalies exist in the existing part-constructed Chisholm Street. These are a significant problem as Chisholm St traffic is no longer primarily local and residential. It is a through route between the south-east section of Callala Bay and the central precinct with school, retail & business, medical, beaches, sports & community facilities. **It has no safe separate pedestrian traffic route – and certainly no grade-separated pedestrian walkway.**

Chisholm St Roadway **width**:

- The sealed roadway at the Medical Centre entry is only 4.8m to 5.0m wide. This is very sub-standard.
- Adjoining the southern boundary of the proposed sub-division the roadway seal is 4.9m wide.
- At the curved junction / corner with Shaeffe St it is no wider.

Chisholm Street roadway **alignment**:

Why is this roadway / centreline so significantly off-centre within its road reserve?

- The **“pedestrian”** or drainage area on the West side varies around 3.8m (S) to 4.0m (N) width.
- The Eastern side non-trafficable area (it is not a **pedestrian usable** zone!) varies around 11.2m width.

This DA offers the opportunity to re-align and widen the roadway towards the East, so as to allow parking where required, and to ensure two safe motor traffic lanes are available to the standard required.

Some conclusions regarding roadway and motor traffic:

- This street should be re-centred (widened to the East), with correct camber and drainage, so as to provide safe pedestrian movement and house site access on BOTH sides of the road.
- Adequate width of sealed roadway between kerbs / gutters must be provided for cars, vehicles with trailers, and buses.
 - The importance of adequate width is something that the community has learned from the Boorawine Terrace experience.
 - Inadequate width causes only one “live” movement lane, with consequent safety and traffic movement problems.
 - Mixing pedestrians onto this roadway or crossing it (twice) is definitely unsafe, and would likely lead to tragedy and litigation.
- Anticipate and provide for the street / kerb-side parking
 - demonstrated to be urgently required for safety in connection with medical centre AND
 - predictable for the increased number of lots AND
 - most likely required by new smaller size allotments (which may be dual occupancy) with minimal on-site parking for guests.
- Traffic calming “kerb blisters” (for perceptual slowing) may be required towards the north and south ends of Chisholm Street... but see notes below on Path design
- Indentation of parking might be achieved (West) beside the Medical Centre and (East) adjoining the 5 new allotments, if the overall roadway sealed width is increased.
- For drainage needs and parking use, hard kerbs (rather than layback) may be better suited?

Please refer the **attached CONCEPT DRAWING.**

3.2 SECOND. Subdividers are responsible for kerb, gutter, road sealing to the gutter, and / or s.94 contributions under SLEP2014, and/or levy under DCP41, and/or the old subdivision guidelines, DCP100 (now merged into SLEP2014).

So, in short, some funds must be available. This is why we posed the questions above:

- a) That there has been no move to redefine DCP41 away from these allotments, &
- b) That there is no (wrong) assumption that road & drainage are correct and adequate in Chisholm St, &
- c) That Council will not shirk responsibility for adequate road, kerb & gutter, and drainage, &
- d) What funds have been directed to what projects from "Development Control Plan 41 Road construction (Callala Bay)" during the Plan's existence.

4. Drainage

Stormwater from lots and houses on West of Chisholm Street goes (downhill) to the recreation reserve perimeter. Stormwater from lots and houses on the East side of Chisholm Street goes to the road reserve.

Drainage on the East side of Chisholm Street needs to

- Replace the existing hazardous open ditch by being moved east to allow adequate width of trafficable sealed roadway, as well as required parking provision adjoining the Medical Centre,
- Be piped, with several kerb-line inlet pits or set-back drainage access points to the pipe
- Be adequate to the local (now increased) and accumulated storm-water
- Be constructed before and with the roadway in accordance with the provisions of DCP41 and the opportunity arising from selling these community assets.

Drainage on the West side of Chisholm Street needs to

- Replace the hazardous intermittent ditch and pipe (or flooding slope)
- Be adequate to the smaller part of the road reserve catchment only (6.5m/20m, approx. 1/3rd)
- Provide kerbing between vehicular roadway and the pedestrian / shared path.

Please refer the attached CONCEPT DRAWING and path details below.

5. Path design

The shared pedestrian and cycle facility in Sheaffe Street has been and remains a hot community concern. It is a busy pedestrian and cyclist route, however....

- The existing southern path terminates in Sheaffe Street - it is 2000mm wide.
- The existing northern path from Emmett St ends at the Medical Centre - it is 1150mm wide.

WHO? The roadway between these paths is heavily used by families, school children, shoppers, mothers with strollers, aged persons attending medical care, plus Chisholm Street residents of all ages.

HOW? These people necessarily walk upon the motor-traffic roadway, frequently dodging traffic as best they can, as drivers of cars, trucks, big buses and trailers also dodge each other

WHY? Because the road "shoulders" and road reserve edge spaces are hazardous with ditches, intermittent pipes, slopes, parked vehicles, and frequently boggy ground.

This section of shared path is a critical missing link in the spine route to school, shops, medical centre, sports ground, beaches & parks, and other community facilities.

This path is used by residents and visitors from Callala Beach as well as Callala Bay.

The completing path provided in Chisholm Street must be rational, safe, and of appropriate standard:

- First there must be retained adequate width and even land surface for safe pedestrian movement space on each side of the road - that is, BOTH sides of the road.
- However, the primary pedestrian movement and shared pathway route is on the WEST side of Chisholm St. This is demonstrated by actual use and simple logic.
- Council has suggested a path route that twice crosses Chisholm Street, BUT avoiding the dangers of two unnecessary road crossings is an important safety consideration, as the community has previously stressed - repeatedly.
- The western side path location is the only rational compliant route to make the last missing link connecting Callala Beach through Benton Sands and Lackersteen Street to Callala Public School, medical centre, sports ground, community centre and the shopping centre.
- There is space to provide a pathway 1800mm wide on the western side **as shown in the attached concept drawing**: to be built partly adjoining private properties (north) and partly upon the western side of the existing bitumen (south).
- **This pathway on the western side of the roadway must be raised above the roadway, with an upright kerb, so that it is afforded due safety: paint-on-bitumen or road-edge markers are not adequate delineation of a safe pedestrian zone - an upright kerb and raised pedestrian surface are required.**
- If a secondary path is provided on the eastern side, there will be space for that also, BUT it is not the priority.

Reference should be made to

- (Austroads) Guide to Road Design Part 6A: Pedestrian and Cyclist Paths, and

- Outcomes of the Safer Routes to School (NSW state program) as applied in Shoalhaven, and
- Travelsmart – Safe Routes To School program.

Overall conclusion.

The community is NOT willing to accept a half-resolved road and path solution, missing the opportunity that this development and sale provides. No reinforcing of errors is acceptable.

The community expects that the proposed subdivision development and sale of this asset, will enable solution of local problems - specifically in this Chisholm Street - and not creating more hazards.

Yours sincerely

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