

GOOLAWAH CO-OPERATIVE

Section 96 Application

December 2016

RESPONSE TO OBJECTIONS RECEIVED BY COUNCIL

| OBJECTION | RESPONSE |
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| 1. Goolawah conducted unauthorised road works, and cut down trees and blocked watercourses. | The Co-op has been directed by council to maintain the roads to a high standard. Encroaching vegetation along Illa Langhi Road reserve was recently removed for fire and road safety. |
| 2. If Goolawah uses both roads evenly then they should upgrade both roads. | The Co-op maintains both Illa Langhi and Nevertire Roads to high standard. |
| 3. Not a minor subdivision, 78 dwellings. | The Co-op is unlikely to reach full occupation. Currently 27 households. |
| 4. Both roads now 20-200 vehicle movements per day. | The Co-op traffic counts have consistently shown approximately 25vpd on each road. |
| 5. Bundagen in Coffs Harbour passes no rural residential zones on its access road. | The Bundagen access road is a public road used by State Forest and members of the public to access a popular beach. |
| 6. Heavy vehicle traffic has been increasing on Illa Langhi Road. | As a public road, heavy vehicles can use Illa Langhi Road to access both Co-op residents and neighbours. Current level of construction activity will decrease as dwellings are completed. |

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| 7. Goolawah should have anticipated cost of development and accounted for it before commencement. | As a SEPP15 Rural Land Sharing Community, the Co-op did plan for appropriate road construction. |
| 8. Council should be equal with all developers, Council has been too lenient with Goolawah. | The Co-op is not a 'money maker' developer, but rather a low cost affordable housing not-for-profit community. |
| 9. Fire truck would need to water road all day every day to keep dust down. | Only during dry conditions. |
| 10. Goolawah residents often go to Port Macquarie or Crescent Head. | Correct. This splits the traffic relatively evenly between the two roads. |
| 11. DEX report is not worded the same as Goolawah rationale. | Objection unclear. |
| 12. Sharp corner on Nevertire does not need to be cambered, could sign post, ridiculous scenario to suggest Goolawah would need to buy land. | Purchase of land is only relevant to a Type 3 sealed road design. |
| 13. If Goolawah can't handle costs they should scale back. | Objection unclear. |

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| 14. Are there still unauthorised dwellings at Goolawah? | Irrelevant to Section 96. All dwellings on the Co-op have DA approval. |
| 15. Goolawah boundaries are not fenced to public roads. | Co-op does not run any stock. After the 2002 fires most neighbours have not replaced burnt fencing. |
| 16. No improvement to traffic access has been undertaken since approval. | Incorrect. The Co-op built the roads and has continued to grade and maintain them without contributions from neighbours. |

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| 17. Illa Langhi Rd is approved as emergency access only, but road is used by Goolawah residents. | Incorrect. Illa Langhi Rd is a public road. |
| 18. Goolawah have changed their postal address and letterbox to Illa Langhi Rd. | Incorrect. NSW Department of Lands mandated it, and then used by AEC, ATO, Centrelink, etc. |
| 19. Goolawah has blocked fire trails in National Park. | Incorrect. National Parks have erected gates to stop illegal access to fire trails (by trespassers across Co-op land). |
| 20. Illa Langhi and Nevertire will have increased maintenance costs if not constructed to the correct standard. | Engineering experts advise 'all-weather' standard unsealed roads are the best option for both Illa Langhi and Nevertire Roads. |
| 21. There are areas where passing on Illa Langhi road is hazardous. | A neighbour has constructed illegal fencing, making the road very narrow in that area. |
| 22. The traffic counts provided by Goolawah are not valid, and do not include visitor and construction vehicles. | Incorrect. Co-op 2016 traffic counts included visitors and delivery vehicles. The Co-op did not count neighbours using the access roads. |
| 23. Goolawah residents do not seem to car pool. | Incorrect. Co-op residents regularly car pool. |
| 24. No date or trigger provided for the new road construction proposal. | Incorrect. Time-lines were provided. |
| 25. Money Goolawah spent on road was mostly for internal roads. | Incorrect. Access roads maintained to the same high standard as internal roads. |
| 26. Bitumen better suited on road. | Incorrect, according to expert engineering advice. |

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| 27.Goolawah has not had consultation with local residents. | Incorrect. Co-op representatives met with neighbours on several occasions. |
| 28.Visitors and public are told they cannot access internal roads. | Co-op's internal roads are private property. |
| 29.No safe access to development. | Incorrect. Access to the Co-op is safe. |

