

Business Plan for improving Cambewarra Village safety and maintaining the Village Character/Identity

Executive Summary

Cambewarra Village experiences a number of issues relating to pedestrian/cyclist safety and degradation of the village character which will be exacerbated by the proposed housing development introducing 10,000 people within the visual and physical distance of the Village.

Cambewarra Residents and Ratepayers Association (CCB) request Council to be aware of the impact on the Village character and pedestrian/cyclist safety and consider the solutions as detailed in this report to mitigate the impact.

Cambewarra Residents and Ratepayers (CCB) request a report to be considered by Council with the recommendation that Council:

- i. Adopt the solutions outlined in the report to improve the Village character/identity, recognize the historical value of the Village and improve traffic, pedestrian and cyclist safety issues,
- ii. Convene a meeting with Director of City Services, available Councillors and the Cambewarra Residents and Ratepayers Association to develop a strategy to achieve the above solutions,
- iii. Consider including the works outlined in the report prepared by the Cambewarra Residents Association in the 3-year Capital Works Program, and iv. Assist the Association in grant applications and associated work, for any of the above works if applicable.

1. Background/history:

Cambewarra Farm was the first land granted in the area in 1830 and the first European settler in the district in 1853. The village quickly developed as a dairy and commercial settlement with a church, school, hotels and industries such a tannery (note Tannery Road). It became a waypoint for travellers, produce and goods travelling from the Shoalhaven to the Moss Vale Railway. The village preceded Nowra township by decades.

Cambewarra Village has Australia wide historical significance.

2. Cambewarra Village today:

The village is one of the longest occupied towns in the Shoalhaven. The village has become primarily a residential satellite village in a rural setting offering a quiet, family oriented and safe enclave close to the services of Nowra/Bomaderry. The population of the Village is 1,200.

Cambewarra Village has a unique character and identity, unlike any other village in the City.

3. Council commitment to maintaining the village character:

The Shoalhaven consists of almost 50 towns/villages, each with its own unique character and social fabric, and the maintenance of each town character has been a successful strategy adopted by Shoalhaven City Council and implemented over the last 40 years.

Shoalhaven City Council has rezoned all of the land between Bomaderry and Cambewarra Village for residential development. The scale and density of this development within a few hundred meters of Cambewarra Village

will significantly impact on the character of Cambewarra Village and the safety of its residents. Good Town Planning principles dictate that land use planning (including rezoning) is based on the natural features, in this case the ridge to the east of Cambewarra Village.

By rezoning rural land to residential within close proximity to Cambewarra Village, Shoalhaven City Council has failed to maintain its strategy/policy of protecting the village character of Cambewarra Village.

4. Community Assets:

Cambewarra Village has very few assets/services provided by Shoalhaven City Council compared with other villages within the City. For example, the residents of Cambewarra Village:

- own, operate and maintain the local community Hall,
- own, operate and maintain and tennis court facilities,
- constructed a major gravel footpath along part of Main Road,
- undertake landscaping and mowing of the entrance to the village,
- have a BMX track constructed by the local children,
- have volunteered time and resources to playgrounds and public shelters.

Unfortunately, the Village does not:

- have a public toilet at its major passive recreation park,
- have enough footpaths along the main roads,
- have a continuous shared bike/footpath around Cambewarra,



1 Cambewarra Village residents own and operate a number of facilities which Council provides to other villages

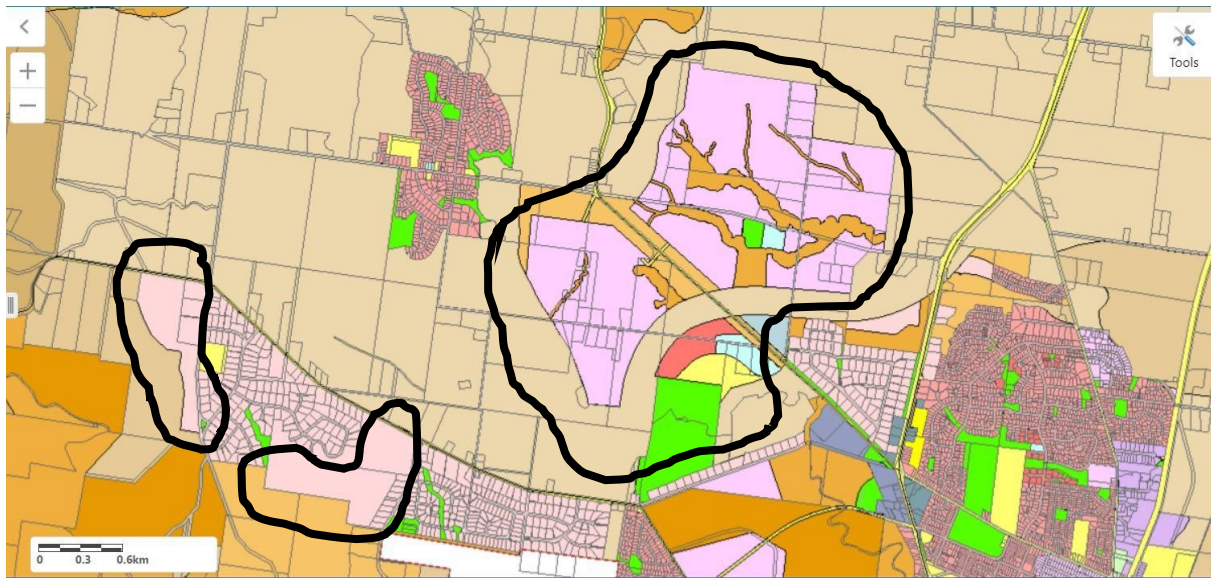
All other villages on the coast have major infrastructure such as skate parks, boat ramps, major community buildings, cycleways, footpaths linking towns, raised foot-walks, tennis courts, LATMs, entrance signs, well developed parks. These have not been provided for Cambewarra Village by Shoalhaven City Council.

5. Current and Future issues facing Cambewarra Village:

There are several current safety and asset issues which will be exacerbated by the newly zoned residential land which comes within a few hundred meters of Cambewarra Village. This development also creates new issues, threatening the character/identity of Cambewarra Village and safety of residents. These issues are as follows:

A. Impact of adjacent residential rezoning:

Council has rezoned rural land to the east of Cambewarra Village for residential development, placing an additional 10,000 people within the visual and physical location of the Village. Many of the proposed lots are medium density as small as 300 square meters. Council has also rezoned land to the west and south of Cambewarra Village, virtually destroying the rural character, quiet and safe precinct the residents have enjoyed for 170 years. See Figure 2. The impacts are:



2 Newly zoned residential development around Cambewarra Village. An additional 10,000 people to be located with in close proximity.

1. A significant increase in traffic volumes will be experienced with 10,000 more people living adjacent to the village, impacting current safe environment for pedestrian and cyclists.
2. Increased heavy construction traffic is expected to increase as new subdivisions are constructed,
3. Increased school traffic on Hockey's Lane has resulted in a number of instances of cyclists and pedestrians forced off the road by speeding vehicles,
4. The loss of village character, historical identity and amenity with 10,000 more people living adjacent to Cambewarra Village, with a population of only 1,200 ,
5. The current rural character of the village is being eroded, even before subdivision construction is commenced. For example: water infrastructure built for the new subdivision, immediately adjacent to Cambewarra Village entrance sign, degrading the village historical character, identity and aesthetics as well as an obstruction for a shared bike/footpath.



Construction of Council infrastructure at Village entrance sign has no regard for historical significance or village character/identity and shared bike/footpath

6. Cambewarra Village has always experienced a rural atmosphere, with dark skies at night and no light pollution. Stage 1 of the adjacent subdivision has introduced significant light pollution along the eastern ridge at night, destroying the ambience enjoyed by Cambewarra residents for 170 years.
7. Cambewarra Village has no formal entrance to the village, therefore no identity of historical and local character, as opposed to the proposed new suburb.
8. This lack of "arrival" does not signal drivers to slow down and transition from rural to urban area. Recent speed surveys of vehicles entering the Village, conducted by Council, show the

average speed of 17 km/hr above the speed limit. This is exacerbated by the shadows across the road at both east and western entrances, creating a safety issue for resident and cyclists.

9. The development of the major growth area of the City next to an existing village is not experienced by any other of the 45 towns and villages within the City. Cambewarra Village is carrying the burden of this growth for the rest of the City, and therefore needs assistance to mitigate the impact.

Solution: Formalize entry treatment at east/west entrances to Cambewarra Village including K&G, traffic management such as road narrowing/speed hump and an entry structure indicating the unique historic significance of Cambewarra Village.



The lack of entrance treatment, traffic management and shadows on road does not influence drivers to slow down. The speed signs have been shown to be ineffective.

There are no visual clues or structures to encourage traffic to slow down.

B. Historical issues:

The historical value of Cambewarra Village will be lost to mass residential development to the east and west of the village, and its historical importance needs to be preserved.

Cambewarra Village historic significance should be recognized and protected, however this is not even considered or mentioned in the Development Application for the new adjacent subdivision. For example, the existing racecourse of the district, can still be identified by the coral trees avenues to the east of the Village, will be eliminated by the proposed residential subdivision.

Also the original Chinaman's cottage and vegetable garden precinct will also be destroyed by the new residential development.

Solution: Provide a formal entry structure indicating the historic significance and unique identity of Cambewarra Village.

C. Scenic protection

There is a scenic protection zone around the village to the north, west and south of the village, however, the proposed residential subdivision will reduce this scenic protection zone to a few hundred meters to the east. This will destroy the rural character of the village, and almost integrate Cambewarra Village with the new residential suburb.

Solution: Provide a formal entry structure indicating the historic significance and unique identity of Cambewarra Village, and separation from the new suburban areas.

D. Village Character/Identity

The character/identity of small Cambewarra Village will be overwhelmed by 10,000 new residents within visual and physical distance, and engulfed the identity of Cambewarra Village.

Lighting from 4,000 homes and street lighting will completely destroy the current ambiance and character of the village.

Solution: Provide a formal entry structure indicating the historic and unique identity of Cambewarra Village.

E. **Traffic Issues:**

Cambewarra Village has been set in a quite rural environment without through traffic for 170 years, and its residents have an expectation for the character to be maintained, with little through traffic entering the Village.

1. There has been a significant increase in volume and speed of traffic through the Village in recent years, including buses and heavy vehicles,
2. With 4,000 houses planned to the east, south and west of Cambewarra Village, there will be a traffic desire line linking the residential areas, and another traffic desire line to Bomaderry. These desire lines traverse through Cambewarra Village, and hence, Cambewarra Village will experience increases in through traffic volume and speed. This will inevitably impact residents through loss of amenity and safety,
3. The current road entrance at both ends of the village are generally covered by shade and creates a blind spot for vehicle/pedestrian/cyclist impact. There is a defined lack of visual cues for drivers to slow down when transitioning from rural to an urban area.

No visual statement to slow down for traffic entering residential area.
Shadows over road create safety issue for cars, pedestrians and cyclists.
There is no edge delineation to slow traffic.



Traffic speeding into residential area creating safety issue for pedestrians, cyclists and vehicles.
Council's speed survey found 85th percentile of vehicles exceed the speed limit by 17 km/hr

4. Traffic counts undertaken by Shoalhaven City Council found that the 85th percentile speed of traffic is 13 km/hour over the speed limit exiting the village and 17 km/hour over the speed limit entering the village. This excessive speed is of significant safety concern for residents, cyclists, children and pedestrians. This issue will increase with surrounding traffic generated from 4,000 new residences,
5. There is no formal edge delineation at both entries to the village at the east and west boundary, and hence does not slow traffic,
6. Increased traffic on Hockey's Lane, mainly during school times prevents pedestrian and cyclists using the Lane at peak times,

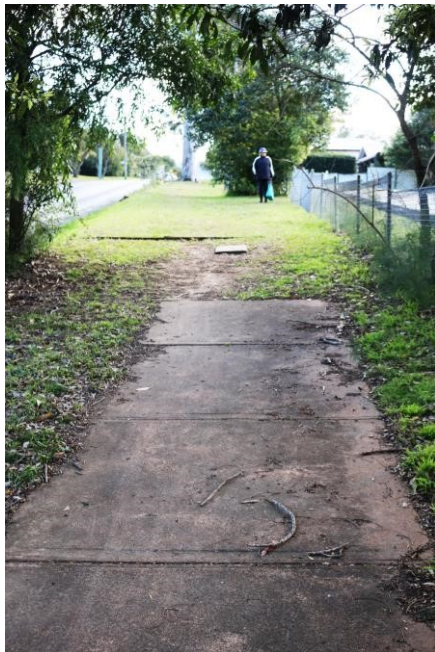
7. The main access at both ends is narrow, broken edges with no shoulder to delineate the road alignment, making it dangerous for pedestrians and cyclists.

Solution: Formalize entry treatment at east/west entrances to village including K&G, traffic management such as road narrowing and/or raised pavement and an entry structure indicating vehicles are entering a residential area.

F. Pedestrian accessibility:

Main Road is the east/west spine road for the village, and provides access the school, shop, Post Office and reserves. All pedestrians traversing Main Road are forced to walk on the road due to lack of continuous footpaths. The Hockey's Lane as well as Tannery Road are becoming busier and pedestrians are force to use the roads for walking.





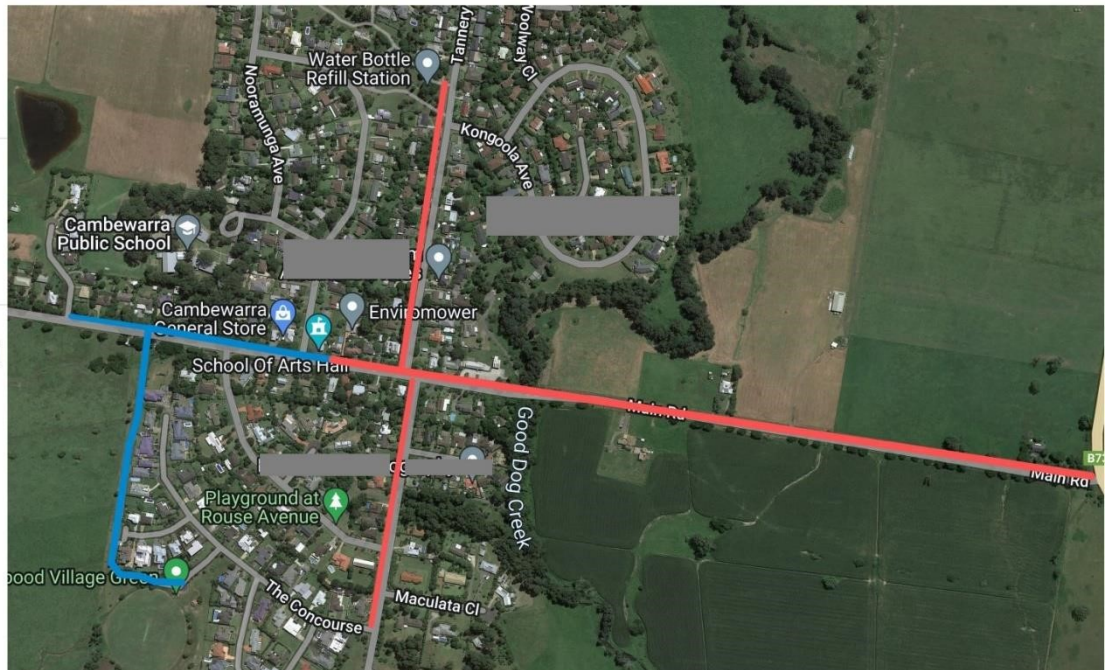
Photos show disjointed footpath network along Main Road in the Village. A full length path from the western boundary to the Moss Vale Road is needed.

Extra concrete footpaths will be required to improve the safety of pedestrians as follows:

1. Extend footpath on Main Road from current concrete footpath to Moss Vale Road. This extension could be part of the share bike/footpath (see below).
2. New footpath along Tannery Road to Howell Faulks Place.
3. New footpath along Hockey's Lane from Main Road to The Concourse.

Cambewarra Village Proposed Footpaths

- Current Footpath**
-  Current Footpath
 -  Main Road to Faulks Place
- Proposed Footpaths**
-  Main Road
 -  Hockeys Lane
 -  Tannery Road
- Proposed new footpaths for Main Road, Hockeys Land and Tannery Road.**



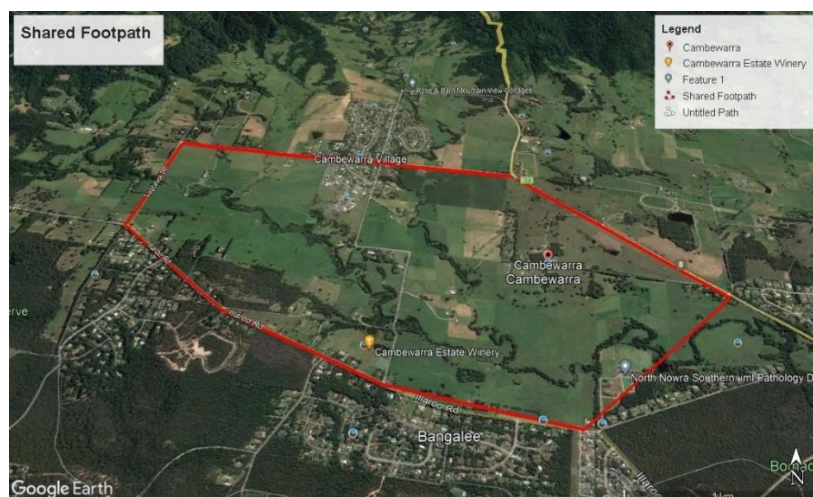
G. Shared Footpath/cycleway:

Cambewarra Village pedestrians and cyclists are isolated due to the lack of safe passage along Hockey's Lane and Main Road. There is a direct desire line to North Nowra and Bomaderry, however, no off road facility for travel exist.

The construction of a shared footpath has been recognized by Council in their Pedestrian Access & Mobility Plan (PAMP). This plan was produced in 2013. The Plan included new and upgraded shared footpath along Main Road, Tapitallee Road and Illaroo Road. The new Far North Collector Road from Illaroo Road to Moss Vale Road should include a shared footpath. This would allow a circular shared path of approximately 10kms.

A concrete or bitumen shared path would include:

1. Upgrade the existing gravel shared path along Main Road to Tapitallee Road
2. Construct a new shared path along Tapitallee Road.
3. Upgrade the existing shared gravel path along Illaroo Road.
4. Path connects with new shared path along Far North Collector Road
5. New shared path connecting Moss Vale Road to Main Road to Village.
6. New shared path from Moss Vale Road to Bomaderry (RMS planned).



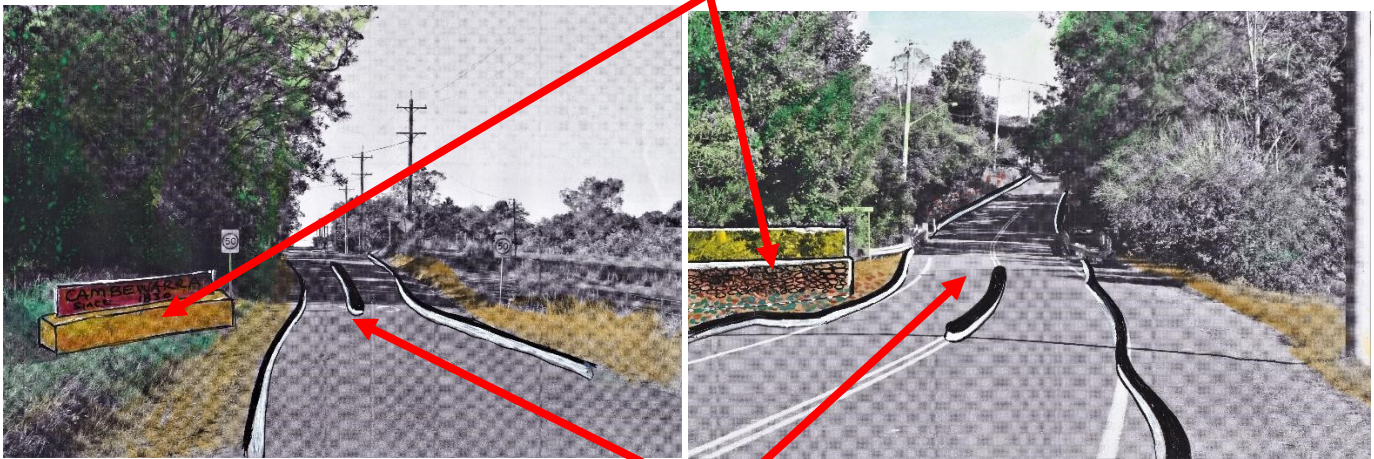
Solution: Construct a footpath/cycleway along Main Road from the western town boundary to the roundabout at Moss Vale Road. Construct a footpath/cycleway to connect Cambewarra Village with Bomaderry and North Nowra.

6. Summary of Solutions:

There are a number of simple and cost effective solutions to resolve some of the existing issues and increasing impacts as a result of the adjacent rezoning of residential development:

1. Construction of a major village entrance structure on the eastern approach detailing the historical significance of Cambewarra Village (since 1830) and unique identity (differentiating from the new subdivision), which would also define the Village entrance. This could be constructed of sandstone/steel structure showcasing historic dairy connection. A similar but smaller structure would be built on the western approach to the Village. The entrance signs would also alert vehicles that they are entering a residential area,
2. Local area traffic management facilities constructed at both entrances to the town which would highlight the residential limit, slow traffic and improve vehicle, pedestrian and cycle safety. This would include kerb and guttering connecting existing K&G, road narrowing, median strip and/or speed humps,
3. Construct new concrete footpaths within the village to improve pedestrian safety,
4. Construct shared concrete cycleways/footpaths from the western village boundary to Moss Vale Road, along Main Road, to the Far North Collector Road,
5. Council consider methods to reduce light pollution from the new subdivision.

Entrance sign signifying the residential area and the historical significance of the Village. Also enhances the village character/identity and separate from the new suburb of 10,000 people.

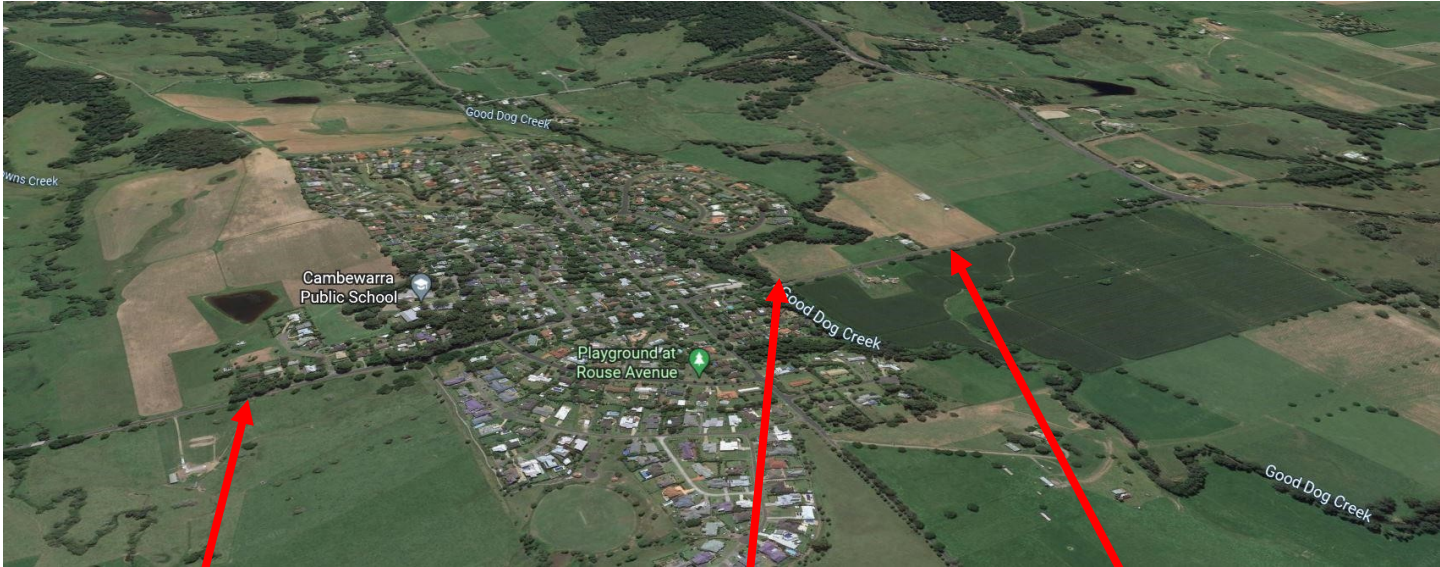


Traffic calming LATM. Kerb and guttering to formalize and define road edges, with median strip and/or road narrowing. K&G to link to existing.

Road narrowing and/or raised pavement to slow traffic.

Separated footpath.

Summary of Works

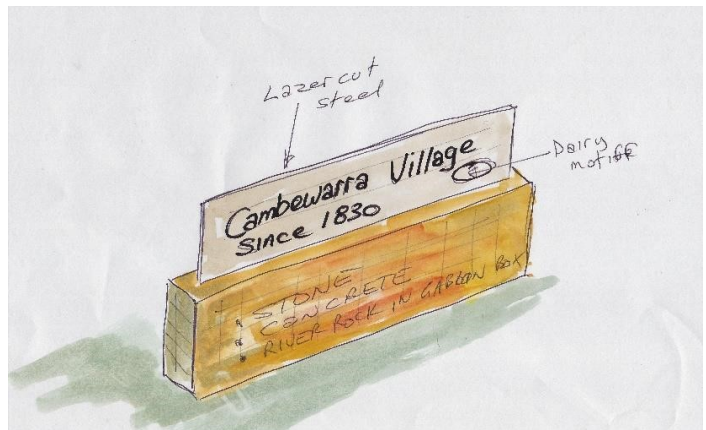


- Formalised entrance including K&G, and traffic management facilities.
- Footpath to village centre
- Smaller entry structure highlighting the historical and unique character of the village.

- Formalised entrance including K&G, and traffic management facilities.
 - Footpath to village centre
- Major entry structure highlighting the historical and unique identity of the village.

Footpath/cycle way extending from Moss Vale Road to western entrance. Link to regional network.

Examples of signs to depict the historical character of the village and give a sense of identity





7. The Way Forward

The Cambewarra Village Resident and Ratepayers Association request Council to:

- i. Adopt the above solutions to improve Cambewarra Village character/identity, recognize the historical value of the Village and improve traffic, pedestrian and cyclist safety issues,
- ii. Arrange a meeting with City Services Manager, Councillors and the Cambewarra Residents and Ratepayers Association to develop a strategy to achieve the above solutions, iii. Consider including the above works in the 3- year Capital Works Program, iv. Assist the Association in design and grant applications for any of the above works.