

From: [REDACTED]
Sent: Fri, 19 Jun 2020 15:53:06 +1000
To: City of Wagga Wagga
Subject: Re: comments on proposal.

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Ms Christine Condron,
Planning Administration Co-ordinate.
City of Wagga Wagga.

Dear Christine,

Thank you for your invitation for submissions regarding DA20/0109 for the construction of 2 x 2 storey units at the rear of 51 Simmons Street.

My major concern with the development is the Laneway (unnamed) access, [REDACTED]
[REDACTED]

Dust generated by vehicles already impacts daily life with regard to air quality and cleanliness [REDACTED] [REDACTED]
[REDACTED] Obviously, the problem will increase a great deal during the development and afterwards. Also the lane drains poorly when wet, with puddles and sometimes lakes ! Given that there appears to be very few unsealed laneways in Wagga, can this be addressed....???

Also, I note that there is proposed pruning of a large tree [REDACTED] outside [REDACTED]. Is it possible that the tree can be pruned somewhat further to reduce the intrusion of leaves (and occasional branches) [REDACTED]
[REDACTED]

I realise that urban development is a reality and don't wish to appear as a detractor, but I feel that my suggestions will only enhance the area and the proposed development.

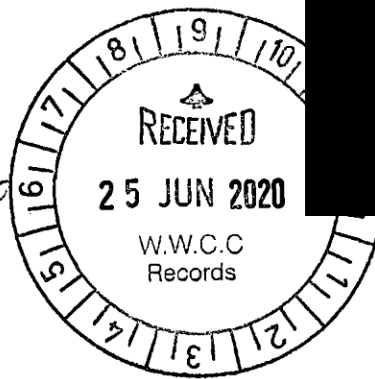
I await your response.

Yours sincerely,

[REDACTED]

23.6.2020.

General Manager
P.O. Box 20
Wagga Wagga 2650



Dear Sir / Madam,

I am writing in regard to the proposed development of 51 Simmons St. Wagga Wagga (DA 20/0109)

As residents of this area — specifically [redacted] impacted by nearby renovations, developments etc; [redacted]

At the outset may I say we are not opposed to development and change — quite the contrary in fact. However the changes proposed to 51 Simmons St. are very inappropriate for the area. This is a conservation area with homes constructed of brick — most double-brick — made to last and be desirable to live in — attractive to the eye. The weatherboard cladding proposed for units at 51 Simmons St. is neither durable, attractive or consistent with heritage requirements.

The laneway, which is part of this DA, and will be critical to the final approval, is something we feel very strongly about. Even in its present state it leaves much to be desired! — with 10 cars using it regularly it can be a nightmare in wet weather & with the proposed extra usage (15 vehicles) the bad drainage, the potholes, the narrow width will all be exacerbated. Nobody wants dissent — we all want to live in a harmonious environment but this development will cause problems, big problems, and mostly because of its over-development,

The laneway will not accommodate extra traffic:
the "turning circle" for cars is totally inadequate and "passing"
in the lane will be fraught. Visitors cars are not catered for—
one space only, — so what happens when more than one
vehicle is visiting?

We live [redacted] 51 Simmons St., we love living
here!! Perhaps the developer could propose a plan which
fits harmoniously into this site — one which will be
aesthetically pleasing, fulfil the requirements of a conservation
area, overcome the problems inherent in the present
plan and make the neighbours happy.

Yours faithfully,
[redacted]

From: [REDACTED]
Sent: Wed, 24 Jun 2020 19:34:13 +1000
To: City of Wagga Wagga
Subject: Application No:DA20/0109

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hello

I am writing to you in regards to the development application Application No:DA20/0109 51 Simmons Street, Wagga Wagga.

I [REDACTED] live in [REDACTED] Simmons Street, and have gone through the application and can see that a two story dwelling will significantly overshadow the bottom units 10, 14 and maybe 16. On the opposite side of the proposed development the Quest Hotel already casts a lot of shadows.

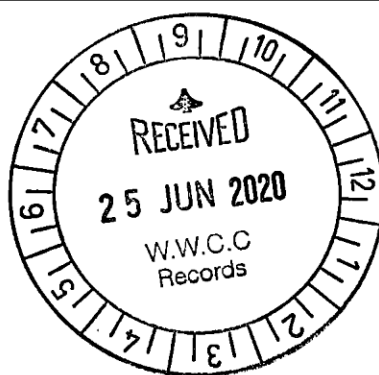
A single storey dwelling would be better suited to the proposed block and wouldn't block as much natural light.

If you would like any further information about the shadowing that would be caused, please feel free to contact me.

Kind Regards.

[REDACTED]

23 June 2020



General Manager
PO Box 20
Wagga Wagga NSW 2650

Re: DA20/0109 – 51 Simmons Street, Wagga Wagga NSW

Dear Sir or Madam,

I have reviewed the information available from the WWCC website for this development and make the following detailed submission for Council's consideration when determining this DA.

The submitted plans and information submitted for this proposal indicate that the development does not comply with many aspects of the current Development Control Plan applicable to this zoning and for development within the Conservation Area. There are omissions and inaccuracies in the presented material and accompanying reports and many inconsistencies with the DCP.

The following points are not mentioned or addressed in the DA submission and need to be recognised and addressed when assessing the proposal.

- The subject land is not a corner block. It does not have two street frontages. The only street frontage is onto Simmons Street. The proposed residences are the equivalent of 2 dual occupancy developments onto a residential backyard with no street frontage and access via an unsealed and very narrow 'night cart' lane way.
- The dead-end service laneway that is proposed as the street frontage for the two detached dwellings is 6.096 metres wide. This is not wide enough for a pedestrian pathway and for single lane passing of vehicles.
- There are no existing or proposed pedestrian pathway zones along the length of the service laneway. Any pedestrian pathway zones proposed for this laneway will reduce the vehicle carriageway width even more.
- The service laneway has a deteriorated, unsealed surface and there is no existing kerbing or guttering.
- The laneway surface has many depressions and low spots and no drainage infrastructure or cross falls to drain surface water.
- Two storey dwellings are not permitted in the Conservation Area even when they are not seen from the street. This development has a ridge height that is higher than the existing residence ridgeline. The Ridge height of the proposed development is similar to the ridgeline on the 2-storey block of flats to the south, which is in excess of 6.60m high.

I have viewed the documents available online and make the following points and raise my concerns to the proposal and cite the grounds on which these objections are made.

1. The north facing, second floor windows and balconies of the proposed dwellings will look directly into the private outdoor spaces of the properties on the northern side of the service laneway. The grounds for this objection are that visual and acoustic privacy are important for good residential amenity and effective measures should be implemented to ensure this privacy is maintained. The use of 'frosted glass' does not mitigate the privacy concerns as the windows can be readily opened.
2. Stormwater drainage from the proposed development will be likely to detrimentally impact the surrounding properties and cause localised flooding during medium rain events. The grounds for this objection are that the stormwater drainage matter has not been sufficiently addressed or adequately designed in the DA documents. Local experience is that flooding of the rear garages at 60, 62-64, 66 Kincaid Street from the laneway, and flooding of the laneway itself, currently occurs regularly and this will be exacerbated by the larger catchment areas and hard, non-porous ground surfaces. The fall of the natural ground level at the eastern end of the development to the Simmons Street kerb gutter is insufficient to provide the required minimum gradient and coverage for piped stormwater drainage.
3. Two, two storey dwellings proposed to be built in this backyard are an over-development of the site and are not compliant with the Development Control Plans for residential development in the Conservation Area. The grounds for this objection are, that from the viewed documents,
 - a. The land area per dwelling for multi-dwelling housing required under DCP Clause 9.3.1 has not been provided.
 - b. The maximum site coverage of 50%, for multi-dwelling housing under DCP Clause 9.3.2 has not been satisfied.
 - c. The minimum frontage to the primary address has not been provided under DCP Clause 9.3.3.
 - d. The visual and acoustic privacy with the adjacent and surrounding properties as required under DCP Clause 9.3.4 has not been satisfied.
 - e. Where Council has permitted smaller lot sizes than that required by the DCP in the past, this has typically been allowed where the existing parcel of land is less than that required by the DCP. In this case, the development is creating new lot sizes that are less than the minimum required by the DCP because this proposal is an over-development even by the standards of the higher density R3 zoning.
4. Any short-term or overnight parking of visitor or occupant's cars in the service laneway will compromise the usage of the service laneway by other owners with garages on the northern side of the laneway. The grounds for this objection are that the proposed multi-unit, two storey dwellings will have no street frontage, and visitors to the proposed dwellings will naturally park vehicles as close as possible to the new two storey dwellings and within the service laneway. Where there are no enforceable parking restrictions or means to enforce them, this could result in unnecessary and completely avoidable disputes. This problem has been occurring for many years now, due to tenants of 51 Simmons Street parking vehicles and trailers in the laneway.
5. The number of cars with access off this lane way will increase from 10 to 15 car spaces with this development. This is an increase of 50% to a laneway that often goes under water and can remain flooded for many days after rain has finished. Any future developments on the North side of the laneway will further add to this usage with detrimental consequences to the capacity of the laneway to handle the likely vehicle movements.

6. Any future, similar re-developments to the properties along the northern side of the service laneway, providing similar set-back and separation characteristics as the proposed redevelopment, will also need to be available to the existing and future owners of these adjacent properties. The grounds for this concern are that property owners on the northern side of the laneway should expect to have similar development rights should this precedent development be approved. The benefits of this type of intensification should be equally available to all property owners and the burden of separation and acoustic and visual privacy should be a joint responsibility.
7. Loss of private and public shade trees in this part of Wagga Wagga has significantly added to the urban heat load during the hotter months. The grounds for this concern are that the loss of any existing shade trees and the consequential increased energy consumption to counter this thermal load will be environmentally unsustainable and impose an unnecessary cost burden to local property owners.
8. The intended use of the dead-end service laneway as the residential street frontage and principal access for the two proposed dwellings provides an unsafe environment for pedestrians and vehicles using the service laneway. The laneway is a single lane access only. It does not allow vehicles to pass each other. Vehicles will be required to reverse out for over 50 metres onto Simmons Street if a vehicle is encountered coming the other way in the laneway. The provision of a new pedestrian pathway in the laneway that further reduces the effective width available to vehicles will compromise the already tight manoeuvring and turning challenges when accessing the existing garages.
9. The day-to-day servicing of these new dwellings by post deliveries, access for emergency vehicles such as fire trucks and ambulances and for courier and newspaper deliveries needs to be appropriately addressed in the proposed design. It is not acceptable that concessions can be given to developers that relieve them from providing the basic requirements for urban living. If these services cannot be provided by the current design, then the proposed design is probably an inappropriate solution and an overdevelopment of the site that could lead to adverse social impacts and unnecessary neighbourhood disputes and hostilities.
10. The likely removal of the healthy, well established, existing, mature, deciduous tree in the laneway will adversely impact on the growing heat island effect in this area. Council has traditionally been the custodian of Wagga's street trees and has generally required them to be preserved for community benefit, enjoyment and appreciation. The granting of permission for the removal of street trees to advantage a private developer's commercial interests is not the role of the Council or the intent of the DCP. Local Council greening plans contribute to the community by bolstering the urban forest and amenity of an area. Removing this feature will adversely affect the amenity of residents in this area and will increase the discomfort caused by increasing maximum temperatures.
11. Future redevelopment of the property located at the end of the service laneway, or the other surrounding properties, with similar overdevelopment and poor engineering and design solutions, needs to be considered by Council. The owners of all the surrounding properties should be entitled to equitable and comparable redevelopment opportunities. A holistic view needs to be taken by Council when considering this proposal. It requires a response that ensures that the current development proposal does not set unsustainable entitlements that will not be available to all surrounding properties and that could lead to a hostile and unsafe urban precinct.

12. The Statement of Environmental Effects submitted with the DA does not accurately describe the development. Refer to the following clauses.

3.4 Site Suitability

1. The development and setbacks are NOT sympathetic to the size of the block and surrounding properties.

5 Visual Setting – This development has no street frontage and accesses the unsealed single width laneway. Comments about landscaping appear to be irrelevant.

3.9. Pedestrian and Vehicle movements

Pedestrian movements will be adversely affected as there are no details of pedestrian pathways serving the new units and pedestrian foot traffic will be introduced into a laneway that is currently utilised by cars only.

3.10 Privacy, Views and Overshadowing

Frosted glass does not solve the problem of these units looking

Sliding windows can be easily opened

3.11 Air and Noise

Low-level native plant and shrubs do not reduce noise sources as stated in the SEE.

3.12 Soil and Water

There is no existing easement spur in the north-east corner. A rainwater tank is shown at the rear of the proposed Garage. Stormwater run-off already adversely affects the flooding of the rear laneway and additional hard surfaces will exacerbate this problem to a great degree.

WWCCDCP 2010 PART B SECTION 2

- 2.1 C2 – This development is not compliant with DCP controls
C4 – This development is not compliant with DCP controls
- 2.2 C1 – This development is not compliant with DCP controls. There is a 50% increase in the number of vehicles using this dead-end single width laneway.
- 2.5 C5 – How will the lighting be controlled to avoid being a nuisance to adjoining properties.
- 2.6 These conditions have not been met by the development. Additional surface water will run to adjoining properties or increase the flooding levels that already occur in the laneway
C2 – This development is not compliant with DCP controls.

WWCCDCP 2010 PART B SECTION 3.

Most of these statements made in the SEE are factually incorrect or cannot be determined.

- 3.2.1 The building is not a Heritage Item so this section is irrelevant.
- 3.3.1 Infill development: This development does not satisfy any of the conditions of this clause, as it is not infill development.
- 3.3.2 C1 – This development is not compliant with DCP controls and the over use of weatherboard cladding to the entire four facades does not satisfy this condition.

C3 & C4 – The ridge height of the proposed townhouses is at least 6.6m, that is considerably higher than the existing residence that contributes to the streetscape. The ridge height of the block of flats to the South is approximately the ridge height of the proposed residences.
C6 & C7 – The response to these conditions are ambiguous and appear to be irrelevant to the planning controls.

WWCCDCP PART D SECTION 9

9.2.1 Site Layout

C1 – The statement is ambiguous and appears to be meaningless to the objectives of the DCP.

C4 – The statement is ambiguous and appears to be meaningless to the objectives of the DCP.

9.2.2 Streetscape

C1 - The statement is ambiguous and appears to be meaningless to the objectives of the DCP. This development has no rhythm or form that contributes to the street. The horizontal form of the building windows and the overuse of weatherboards is inconsistent with the adjacent building forms and fabric.

9.3.1 Land area per dwelling

C2 – This development does not comply with the controls

9.3.2 Site Cover

C1 – This control has not been accurately satisfied. The proposed dwellings have no outside area for use by the occupants. Every part of this land area has a hard impervious surface that is covered by a roof, except for a small token strip along the laneway.

9.3.3 R3 Zones – minimum frontage

C1 – This development does not comply with the controls.

9.3.4 Solar Access

C2 – This development does not comply with the controls. This non-compliance will only increase the stock of poorly designed housing in our environment. The life of this poorly planned and overdeveloped proposal is the same as a well-designed, sustainable housing and will have to be unnecessarily endured by subsequent generations. The objectives of the DCP are to comply with the Principles of Ecologically Sustainable Development. This overdevelopment poses a threat to (1)The Precautionary Principle and (2) Intergenerational Equity Principle of ESD.

9.3.5 Private Open Space

C1 – The claimed minimum open space is dubious. There is no uncovered space that is open to the sky in this proposal that could reasonably satisfy this control.

9.3.6 Front Setbacks

C1 – C4 This development is not compliant with DCP controls. The claim that other adjoining properties along the lane have 900mm setbacks is irrelevant to this justification for non-compliance by the applicant. No other adjoining properties have their frontages facing this Laneway. If there is to be a consistent approach to the Front Setbacks in this part of the Conservation Area, then it should have the same frontage setback requirements for other properties in the area, ie, 6.0m generally.

9.3.7 Side and rear setbacks

C1 – This development is not compliant with DCP controls.

9.4.2 Materials and Finishes

C1 – C6 This development is not compliant with DCP controls. There are very few if any other weatherboard clad dwellings in this precinct of the Conservation Area. The use of a single cladding for the entire building is not appropriate in this area. Horizontally proportioned windows are not a feature of any of the housing styles in this precinct. Some minor gable decoration proposed, does not compliment similar details of the other local housing styles.

9.4.4 Garages, carports, sheds and driveways

C2 – This development is not compliant with DCP controls. The double garages are setback only 4.239m from the laneway boundary. This will lead to visitors and residents cars, that are parked in the driveway, to protrude out into the already too narrow laneway width. The laneway surface is unsealed and the turning and screwing of wheels will cause even greater deterioration to the unsealed surface.

9.4.5 Site facilities

C3 – C5 This development is not compliant with DCP controls. There is no indication of where and how mail delivery methods that are approved by Australia Post, will occur. There is no indication of where domestic bin storage locations are proposed. Simmons Street is already and eye-sore for most of the time as the bins from the adjacent flats are constantly left out and strewn across the footpath 24/7. C5 is not satisfied at all, even though the SEE claims it complies.

9.4.6 Changing the landform

The development does not comply with any of the controls relating to this Principle. The ground level at eastern part of this block is currently no higher than the street level. Consequently, rainfall often pools to a depth of around 75mm in the laneway currently. The existing ground surface is not sealed and consequently rainwater seeps into the ground but still leaves the lane way flooded after light rain. With the sealing of almost the entire ground surface with impermeable hard surfaces, and increasing of the site level by 200mm, considerably more water will be directed to the laneway and onto my property. The proposed in-ground stormwater pipe around the multi-dwelling will not keep runoff from the adjoining properties as claimed.

Is the proposed easement to drain water to be created on the title of 51 Simmons Street, and is it proposed that the existing lot will be subdivided in the future? These are questions that need to be answered by the developer to enable a meaningful assessment of the full impacts of this overdevelopment.

I do not object, in principle, to an increase in residential density in this area. Rather, my concern is about unsuitable over-development and the detrimental impacts that this development could have on the residential amenity of this area. ESD principles have not been considered in the scale of this development and WWCC should require the developer to amend the application to something that is more sustainable and with less harmful impact on the adjoining properties and the Conservation Area.

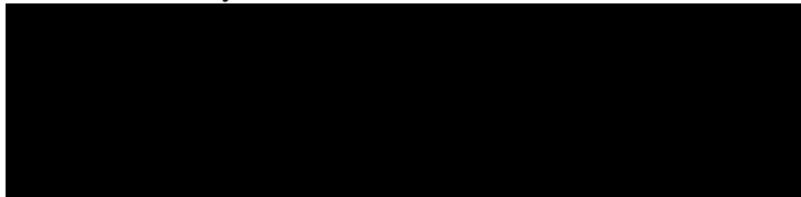
Any development that does not have a street frontage, that is accessed by a single width lane, is unable to be adequately serviced and accessed by emergency and utility vehicles should not be brought to bear on the residential amenity of the local area.

This development proposal is clearly seeking to be granted significant planning and development concessions that have been regularly denied to other property owners in the residential parts of the Wagga Wagga Conservation Area. The developer must be required to limit the scope of the development to what is available to all property owners in the Conservation Area in accordance with the DCP. Ideally, a proposed new residence should be accessed by vehicular and pedestrian access via the existing Simmons Street frontage of the existing dwelling.

A more moderate development with its consequential increase in population density, that complies with the requirements of the Development Control Plans for this area, would generally be supported by myself and other neighbours. However, this particular development is clearly an over-development on this block and will adversely compromise the residential amenity of this part of the Wagga Wagga Conservation Area.

I ask you to please refuse this application based on the myriad of reasons mentioned, and encourage the developer to consider a more appropriate development for the site.

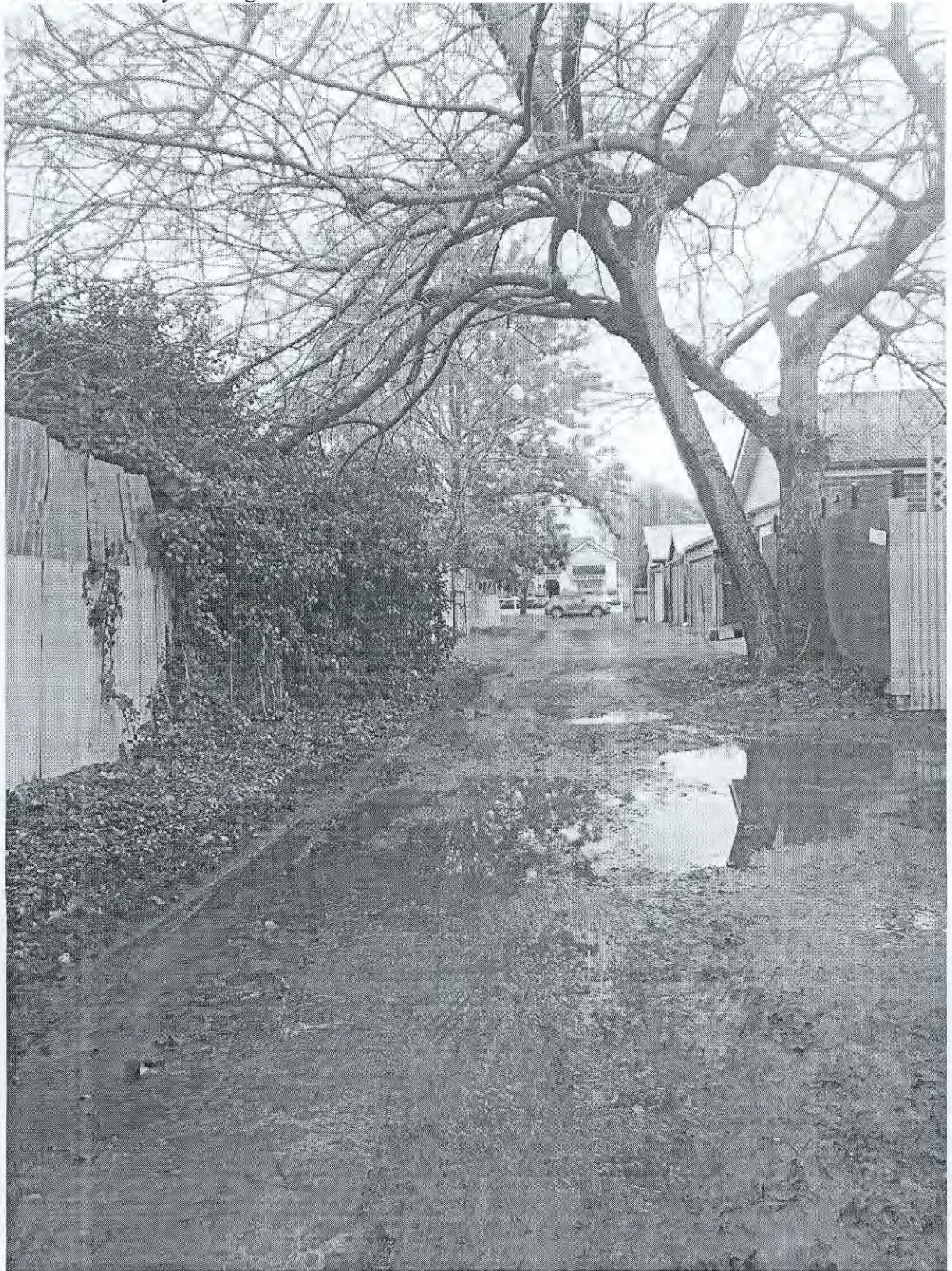
Yours sincerely

A large black rectangular redaction box covering the signature and name of the sender.

View in laneway looking eastward.



View in laneway looking westward.



From: [REDACTED]
Sent: Thu, 25 Jun 2020 16:48:29 +1000
To: City of Wagga Wagga
Subject: Re. DA20/0109-51 Simmons Street Wagga Wagga NSW 2650
Attachments: Submission to WWCC re. 51 Simmons Street.pdf

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The General Manager
Wagga Wagga City Council

Dear Sir or Madam,

Attached please find my submission in respect to development Application DA20/0109.

A har copy has also been forwarded by Australia Post.

Yours Sincerely,

[REDACTED]

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[REDACTED]

[REDACTED]

The General Manager
Wagga Wagga City Council
PO Box 20 Wagga Wagga NSW 2650

Re. DA20/0109 – 51 Simmons Street, Wagga Wagga NSW 2650

24 June 2020

Dear Sir or Madam

I refer to the above development application which proposes the construction of a Multi Dwelling Housing Development – 2 x two Level Units with new garages, at the rear of No. 51 Simmons Street, Wagga Wagga NSW.

I raise the following concerns in respect to the proposed development which I believe is not in keeping with the heritage significance of the area and is too excessive in terms of its height and bulk for the size of the block.

Site Suitability

3.4 of the DA states that proposed development has addressed:

- (i) The properties dimensions / contours / slope, that due to the slope of the block minor cutting of the block is required. The visual impact of the site cut together with a 200mm high retaining wall will be minimal and that the setbacks are sympathetic to the size of the block and the surrounding developments.

It is submitted that:

- the size of proposal exceeds the maximum 50% coverage of the site under the areas the Development Control Plan.
- that the setbacks, in respect to a 2-level building are not compliant, especially in respect to the eastern boundary [REDACTED]
- the height of the proposed 2-level building exceeds current Development Control Plans; and
- that the visual impact is not sympathetic to existing developments.

- (ii) The existing development is in keeping with the existing surrounding developments and character.

It is submitted that:

- An inspection of the area clearly indicates that the size and character of the proposal would be in stark contrast the existing developments.

- (iii) The existing services considers the existing services located on the site and has been designed for ease of connection.

It is submitted that:

- The Application fails to indicate the proposed location for connection to mains water and storm water.
 - The Application fails to address the impact that connection to mains and storm water services will have on the long-established existing properties.
 - The Application fails indicate the location and connection points of electrical services to the 2-level building; and
 - The Application does not address connection of other services such as telecommunication/internet services to the 2-level building.
- (iv) Visual setting- the proposed development is in keeping with all setback guidelines and is consistent with other existing developments. The proposed development is designed so that it has appropriate street frontage and consists of landscaping to soften development.
- It is noted that the development fronts an existing laneway which serves as the rear garage access to the long-established surrounding residences; and
 - It is noted that the proposed 2-Level building does not have any street frontage.

3.5 Present and Previous Uses

The Application states.

- (i) that the existing residence is zoned R3 and that the date the land was designated residential is unknown.
- Given the age and significant heritage value of the area this information should be readily available through Local and State Government records.
- (ii) That part of the Lot 1 DP743421 has been the subject of a “*number*” of previous development applications including DA09/04565 Proposed use of existing residence for private counselling services and DA13/0480.
- It is noted that the Application does not provide any detail in respect to either of the two development applications referred to or any of the other “*number*” development applications. This is therefore irrelevant.

3.9 Pedestrian and Vehicular Movements

The Development Application states that pedestrian movement is unaffected and vehicle movements will be changed due to the proposal.

- The Application fails to provide any information in respect to how pedestrians will access the proposed units, if the proposal includes or

requires the construction of a footpath within the existing laneway from Simmons Street to the proposed units, and what impact the multi-dwelling housing will have on the existing laneway; and

- The Applications fails to provide any detail in respect to the change(s) to vehicular movements, especially in respect to the increase in the number of vehicle movements in the laneway and the impact that the changed vehicular movements will have on the ingress and egress to the surrounding residences which share the laneway.

3.10 Privacy, Views and Overshadowing

The Application fails to address the impact on the privacy, transmission of noise between dwellings and overshadowing of surrounding existing developments.

- (i) Privacy: The proposed frosted glass may provide some privacy into the multi-level dwellings however the proposed frosted glass will provide little, if any, mitigation in respect to the loss of privacy to the existing surrounding residences. Of particular concern is the multi-level dwellings will have direct line of site into the yards of adjoining properties, a fact which will be further compounded by the proposed removal of existing mature trees; and
- (ii) Noise: The Application does not adequately address the impact of increased noise on surrounding dwellings which will be caused by the increase in pedestrian and vehicular traffic using the laneway. This will have significant impact late at night.
- (iii) **Overshadowing**
The Application does not address the impact that the 2-level building will have [REDACTED] The shadow diagram shows the fall of the shadow from the east at 09:00am, however there is no shadow diagram illustrating the fall of the shadow from the west in the afternoon which will have significant impact [REDACTED]

3.12 Soil and Water

The Application fails to address the issue of storm water, especially in respect to the change in directional flow of storm water which will be caused by the bulk of the proposed Multi Dwelling Housing.

Emergency Services

[REDACTED] I have particular concerns in respect to access by Police and Emergency Services in the event of an emergency inside the proposed Multi Dwelling Housing Development footprint.

Firefighting hoses are 70m in length. The distance of street hydrants together with the the restricted access of large fire trucks to the two-level units in the event of a fire is of particular concern.

A hard copy of this submission has also been forwarded by Australia Post

Yours Sincerely





General Manager
Wagga Wagga City Council
P.O. Box 20
Wagga Wagga 2650

Dear Sir,

Re D.A. 20/0109 51 Simmons St Wagga Wagga

I refer to the abovementioned development application (DA) and herein enclose a submission for consideration when determining the DA.

In making this submission I shall address specific items mentioned in the DA. However firstly I wish to address the area's history in general as the applicant frequently states the DA is sympathetic to surrounding developments.

The surrounding developments frequently mentioned refers to the two story unit development adjoining the southern boundary of the proposed site. These flats or units were constructed in the early '970's, as were similar developments in the area. As a result of developments such as these, the council instigated an exhaustive study of the area and as a result in the late 1980's, following detailed reports from the town planning department, the council created the "conservation area" in this part of the city primarily to preserve the integrity of the early residences and dwellings in the city. An integral aspect of the conservation area was to minimise or refuse construction of multistory developments to ensure ambience and history of the area is preserved for future generations.

It could therefore be argued that if the conservation area was in existence at the time of construction of the complex to the south of this development, it would not have been permitted, therefore any argument that this O.A. is sympathetic to existing developments should be disregarded. This assumption is based on the fact that two story developments are not allowable in the conservation area, and this O.A. is a two story development.

On a similar issue dwellings in the conservation area must be constructed in materials sympathetic to existing dwellings. This primarily leads to construction firstly being single story and secondly brick not weather boards.

I shall herein address specific issues raised in the O.A. and illustrate aspects that are not adequately addressed.

3.1 Existing dwelling is brick in construction with proposed dwelling using cladding unsympathetic to existing dwellings in the area.

3.2 The proposal is for the dwellings to not face the street but face the existing service laneway. This will create a problem of access to [redacted] as the proposed setback will result in vehicles parking in the service laneway, [redacted]. Also as stated the laneway is a service laneway and the proposal does not address the effect increased traffic flow will create.

3.4 1. Setback from laneway is not sympathetic with front setback of dwellings in the entire conservation area.
2. Does not comply with character of conservation area.
5. Does not comply with front setback guidelines as

there is no street frontage. Service laneway is not a street.

3-7 Has not been addressed by applicant

3-8 Has not been addressed. By affecting access and other aspects mentioned and will have a detrimental effect on surrounding properties.

3-9 Pedestrian movement has not been addressed and vehicle movement inadequately addressed. vehicle movements / parking will effect access [REDACTED]

3-10 Visual privacy will be eliminated as the proposal will directly face into existing properties, [REDACTED] The use of frosted glass is irrelevant as windows can be opened. When the development to the south was completed it took thirty years for trees to grow to again restore privacy to existing properties.

c) not properly addressed.

d) No overshadowing or shading is currently present. However this proposal has a two story dwelling, in excess of 6-6 meters high being constructed 900mm to the west of the [REDACTED] This will create a shading / shadow problem that does not currently exist.

3-11 Not adequately addressed

3-12 Not adequately addressed as increased runoff [REDACTED]

3-14 Not adequately addressed [REDACTED]

3.15 Access for emergency vehicles, specifically fire not adequately addressed.

2.1 Not adequately considered [REDACTED]
[REDACTED]

2.2. Does not comply. Laneway is a service lane way for all existing properties, [REDACTED] and off street parking will extremely affect access [REDACTED] future residents.

Section 3.

This section of the OA has not been adequately addressed and has many incorrect assumptions.

3.2.1 Not adequately addressed. The OA refers to existing dwellings and not proposed dwellings. If applicant requires service lane way to be considered for front access then this item does not comply with conservation area principles.

3.2.2 Does not comply as material is not brick as is the case with other properties.

3.2.3 Whilst nearest Heritage [REDACTED] between heritage item and this proposal. [REDACTED]

[REDACTED] Therefore proposed material is unsuitable.

3.3.1 Applicant wishes the OA to be considered as an in-fill development however many of the submissions make one not consistent with such consideration therefore item has not been

adequately addressed.

3.3.2. Once again not adequately addressed.

Part D.

9.2.1 Not adequately considered

9.2.2 Not addressed adequately

9.2.4 Does not comply

9.3.1 Does not comply and is in excess of 25.79% over the allowable density and does not comply with character of conservation area.

9.3.2. Does not comply with approximately 35% of site area to be covered by dwellings.

9.3.4 Does not comply and will severely affect [redacted] shading - [redacted]

9.3.6 Does not comply. All existing dwellings have 6 meter front setbacks

9.3.7 Does not comply

9.4.2 Does not comply and will not blend in with other dwellings in area.

9.4.3. Does not comply and will adversely affect all north and east properties near D.17

9.4.4 Not adequately considered by applicant

9.4.5. Does not comply with mail boxes in Simmons St and will result in future issues of title.

9.4.6 Not adequately considered.

In conclusion I request that this DA be refused in its current format, as it does not meet specific criteria essential for the area.

Briefly my main concerns are:

- The development is not in keeping with the principles and guidelines of the conservation area.

- The DA disregards the single story development required in the area.

- The materials proposed are not sympathetic to other dwellings in the area.

- The proposal will severely affect access to existing properties, [REDACTED] at the eastern end of the service lane/driveway.

- The proposal will be detrimental to privacy of existing properties.

- The proposal will create a shading problem [REDACTED]

9.4.7. The DA does not comply with setback requirements.

Thank you for taking the time to consider this submission.

26-6-20