

From: [REDACTED]
Sent: Sun, 6 Nov 2022 18:26:23 +1100
To: "City of Wagga Wagga" <Council@wagga.nsw.gov.au>
Subject: DA22/0346 Jessica Facey
Attachments: Objection to Service Staion 236 Hammond Ave.doc

Please find attached letter of objection for the above DA

[REDACTED]

Application No DA22/0346 Contact: Jessica Facey

█ wish to object to the development of a service station at 226 to 236 Hammond Avenue on the grounds that the storm water from the development is directed through a culvert which disperses the water onto █ land where it already pools at a gateway between two paddocks. This extra water from a large concrete area is only going to exasibate the problem where in such a wet year the runoff from the culvert, will only increase the water already pooling █

We note the service station proposed for the vacant land █ █ has the storm water diverted into the system which diverts into a natural water way on the western side █ This should also be the case for this new DA. However if council allows the storm water to be dispersed in the manor shown we want the water to be diverted in a channel along the easement █ as council has done along the highway in Ashmont in front of Frog Hollow diverting the water off that property.

Please consider this request in your approval of DA22/0346

█

From: [REDACTED]
Sent: Mon, 21 Nov 2022 10:31:54 +1100
To: "City of Wagga Wagga" <Council@wagga.nsw.gov.au>
Subject: Submission in relation to DA22/0346
Attachments: DA22.0346.signed.1.pdf, DA22.0346.signed.2.pdf, Donations disclosure20.11.22.pdf

Attached:
* Submission, two pages.
* Disclosure statement



WAGGA WAGGA CITY COUNCIL

This is a submission in relation to a Development Application, DA22/0346, for a service station to be located at 226 – 236 Hammond Avenue, East Wagga Wagga.

[REDACTED]

In particular, I am keen that no reduction to vehicular access is imposed on those wishing to access and egress [REDACTED]. Further, I am keen that those same persons suffer no reduction in safety that might be caused by the proposed redesign and reconstruction of the carriageway and road markings, in favour of the developer.

To discuss this, I refer to TTM Consulting (Vic) Pty Ltd (TTM) drawing number 1154801, as appended to the DA.

The Eastern 'island' section of a proposed Channelised Right Turn Lane (CHR) has been designed to extend sufficiently to the East as to prevent legal right turn entrance into 238 and 240 Hammond Avenue. These addresses would suffer a restriction of access, to the favour of the developer. To this, I object.

I also note that the Western 'island' section of the CHR appears to restrict access to the Wagga Iron Foundry.

Also proposed, is an Auxiliary Urban Left Turn Lane (AUL). The purpose of this is not made clear. As drawn, this would bring traffic flow, at speed, frighteningly close to the entry / exit of 240 Hammond Avenue. To this, I object.

The current road design is such that, cyclists are able to enjoy the safety benefits afforded by the solid line, lane edge marking. They are able to ride beside, rather than on, the carriageway. This safety is proposed to be sacrificed.

I now refer to a document, prepared by TTM and appended to the DA, entitled, "226 – 236 Hammond Avenue, East Wagga Wagga Proposed Service Station Development Traffic Engineering Assessment".

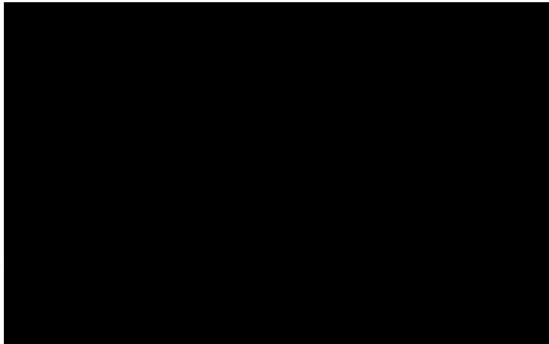
Section 7 of this document is entitled, 'Summary and Conclusions'.

Dot point 2 provides an opinion that, "The subject site warrants provision of both an Auxiliary Left Turn Lane (AUL) and Channelised Right Turn Lane (CHR) on Hammond Avenue, for entry onto the site." Really? It seems the applicant wants to have the road reconstructed solely for its own purpose, demonstrating a level of disregard for its neighbours, their customers, employees and pedal cyclists.

In light of my objection, I propose that council place conditions, or require redesign, to protect the rights of these parties.

One idea would be to delete most of the road works from the proposal. The existing site plans provide for a generous wide curving entrance from the East. This would be sufficient to provide a smooth traffic flow into the site. Access from the West, requiring a turn across traffic, would certainly be no worse than comparable situations on Hammond Avenue, such as APCO. Should right turn protection be deemed essential, it should be designed so as not to disadvantage neighbouring properties.

Sincerely,



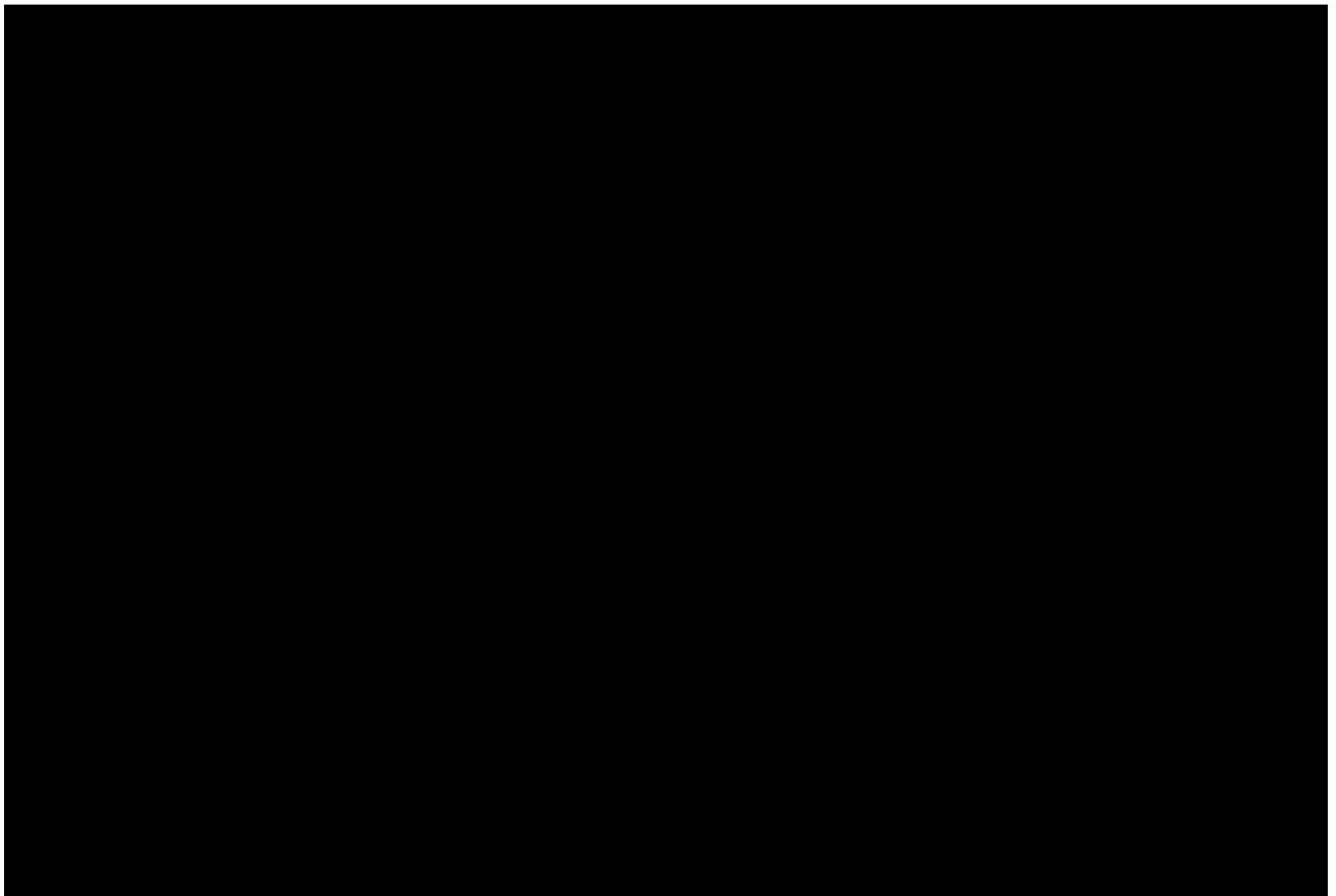
From: [REDACTED]
Sent: Mon, 9 Jan 2023 15:08:12 +1100
To: "City of Wagga Wagga" <Council@wagga.nsw.gov.au>
Subject: Amended DA - Questions to be answered formally

To Whom it concerns

In relation to the DA22/0346 development [REDACTED] we wish get the below points clarified

- Will we have left and right hand access [REDACTED] as currently exists
- Power pole says it is getting removed, who pays to bring power back [REDACTED] this includes but not limited to the connection of existing consumer mains which is currently feed from a overheard aerial service
- Western fence will need to have some form of acoustic covering to eliminate noise and vibration proposed access road

Once we receive confirmation on the above points we will then decide if we go ahead with a formal objection to the DA



From: [REDACTED]
Sent: Fri, 13 Jan 2023 11:53:28 +1100
To: "City of Wagga Wagga" <Council@wagga.nsw.gov.au>
Subject: ATTN: JESSICA FACEY
Attachments: Drawing 1154801.pdf, Figure 1.pdf

Hi Jessica,

I write to you in regards to the "Proposed Service Station Development," 226-236 Hammond Avenue, Wagga Wagga. In particular I refer to Drawing No: 1154801.

I have a number of queries/thoughts:

1. Large Tree: Twin trunk

Cut off East trunk at seat height 500mm. Cut back West trunk to 6 metre height. This is a dangerous tree that drops branches on still days. It has been of concern to WIF. The large drop branches are a feature of this type of tree. (Note: the smashed fence beneath). A submission was made to WWCC some years ago. WIF hired an Arborist which was done and advise to WWCC was that the tree was "dangerous" and should be removed. I have been reluctant to do this. I would like to suggest to cut back Western trunk to 500mm height as a seat and the West trunk be trimmed to 6m height where it will be able to be maintained easier.

2. Stop Exit Traffic Turning East: Essential

It appears from your drawing all vehicles from the Service Station will now be required to turn West and those requiring to turn East will most likely have to drive 1km West and do a 180 degree circle around the Koorinal Road roundabout to come back East.

3. The majority of Traffic to WIF comes from the West

My experience is I will pull right out to the road centreline and wait for the break in the traffic from the East before turning into WIF. The road at this point is not wide enough for many drivers to sensibly pass you on the left. It is a particular worry that someone travelling behind will crash into the rear of your vehicle.

Every Vehicle that drives into the Service Station must exit the station and head West. Smaller vehicles may be able to use the side streets from the Sturt Highway to turn 180 degrees to head back East.

Transport Vehicles/Semi's/B-Doubles will have to use the Koorinal Road, Sturt Highway roundabout to turn East. This roundabout is often a traffic hazard in peak times as it is. This will only impact the area more.

4. Wagga Iron Foundry

Traffic in and out is estimated at two semi-trailers per month. Eight rigid vehicles per day – six up to three tonne – two to eight tonne plus 24 light vehicles, cars/Utes per day.
We request that these vehicles be permitted to exit East & West.

5. From The Wagga Iron Foundry – our requests only

- a. That a sheet metal fence be constructed along [REDACTED] Western boundary and approx. one metre width of appropriately dense foliage be planted in this area to absorb noise.
- b. An open picket style fence be constructed for the last 20 metres toward the Highway.
- c. A steel fence as in (a.) above, along the entire WIF Western boundary would be very favourably accepted by WIF.

6. This 180 page report acknowledges the skills of WWCC in the detail required to keep the standards of environmental & construction high in Wagga. I note Page 7. Doc No. 5837962 of the 28,000 of daily traffic movements on the Sturt Highway, 13,000 are East bound & 15,000 West bound. All these vehicles that attend the Service Station and want to travel East will be considering the 1.1km trip to Koorinal Road roundabout undesirable. I believe much more thought should be given for the road design in this area.

I have made a suggestion the Sturt Highway should be widened to a turn and accelerate lane and through lane on each side of the Sturt Highway as sketched on enlarged coloured aerial view (attached).

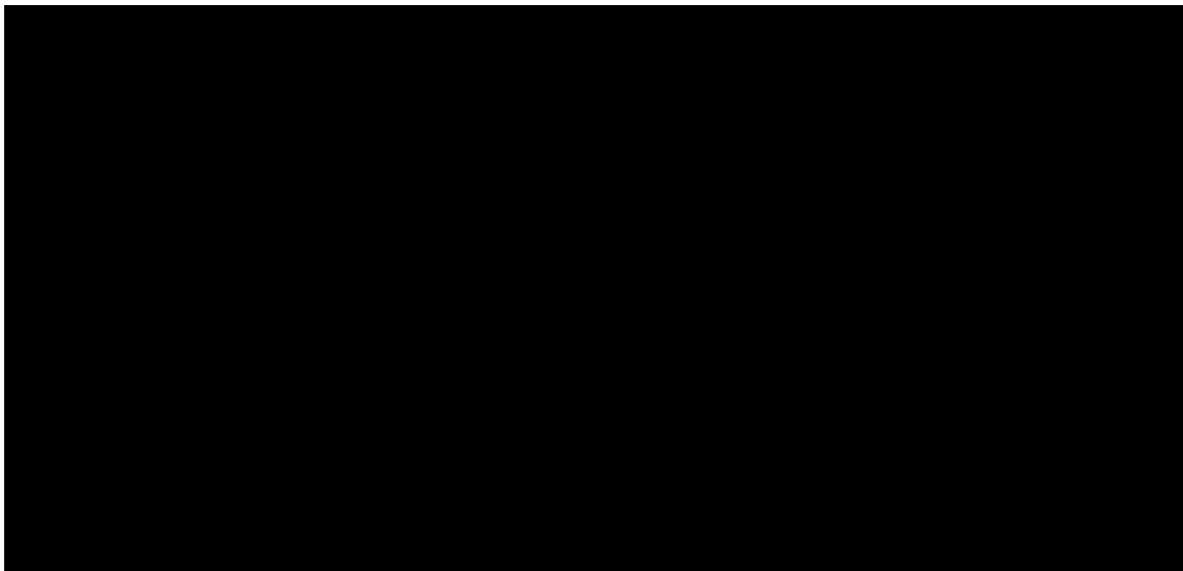
7. It also appears there is no provision at this Service Station to recharge "electric vehicles". Surely some provision should be made for some Charging Bays whilst the Service Station clients are using the restaurant facilities.

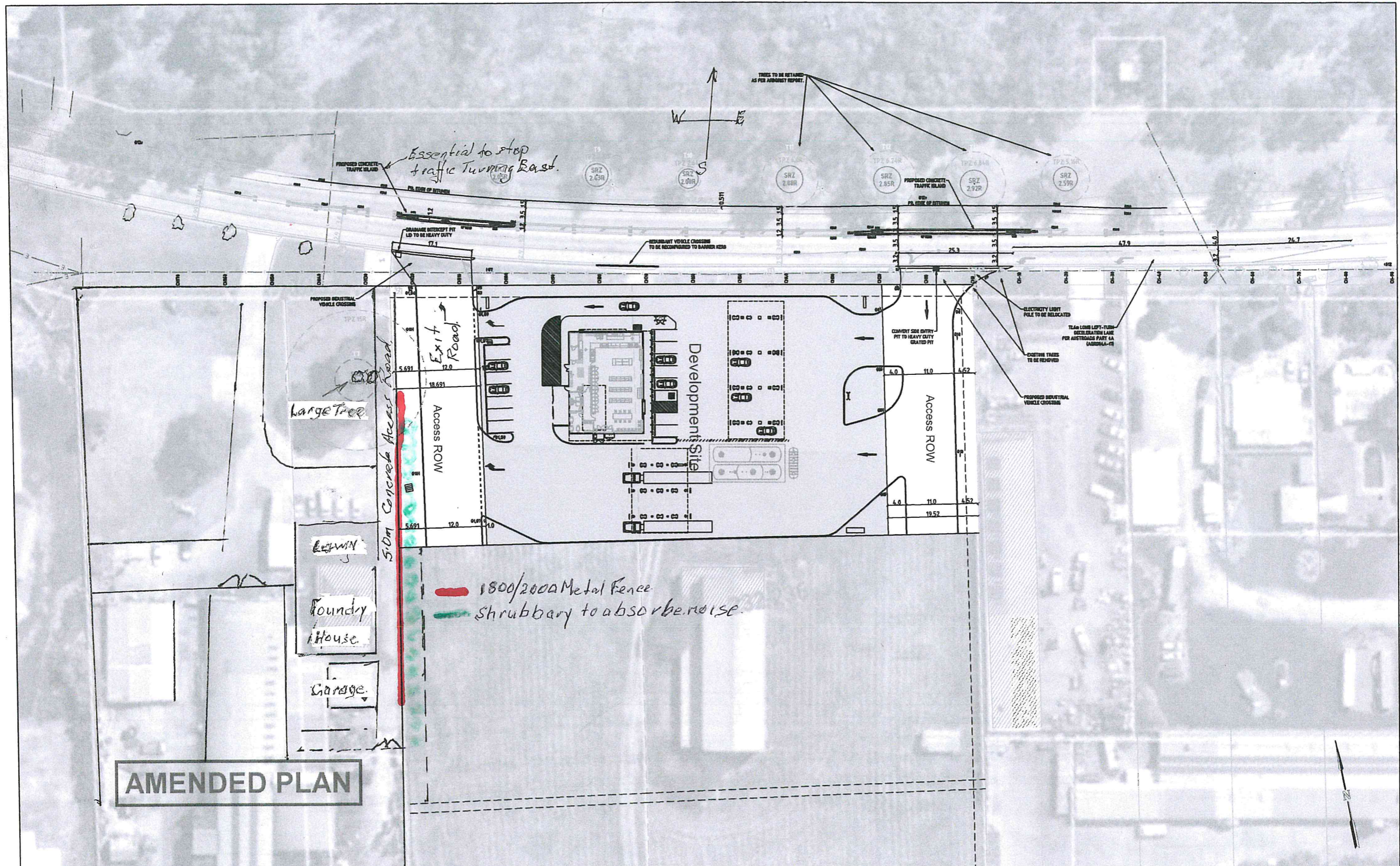
In summary you will find our main point of concern is what considerations you have made towards access to and from the Station and the impact towards businesses in close proximity.

Our business' main request is that you advise us on your plans for the road along the area in question. Whether you will widen that strip of the Sturt Highway, will it be dual lanes/three lanes/have turning lanes etc.

I look forward to hearing back from you.

Kind Regards,





AMENDED PLAN

| | | | |
|---|-----|----------|---|
| L | PJM | 16/12/22 | Left-Turn Only |
| K | PJM | 08/12/22 | CHR to 3.2m, Taper Amended, Shoulder to 1.5m |
| J | PJM | 01/12/22 | Shoulder Widened to 2.0m, Egress Crossing Widened |
| I | PJM | 15/11/22 | Concrete Traffic Island and Signage Added |
| H | PJM | 02/11/22 | Dimensions and Linemarking Changes to Turn Lanes |
| G | PJM | 28/09/22 | Strategic Concept Plan v2 |
| F | PJM | 22/08/22 | Strategic Concept Plan |
| E | PJM | 18/05/22 | Amended Concept Plan v5 |
| D | PJM | 09/05/22 | Amended Concept Plan v4 |
| C | PJM | 02/12/21 | Amended Concept Plan v3 |
| B | PJM | 30/11/21 | Amended Concept Plan v2 |
| A | PJM | 03/01/21 | Original Issue |

SIGN SCHEDULE

| | | | | | | | | | | | |
|----|--|---------|----|--|----------|----|--|----------|-----|--|---------|
| #1 | | R1-2 | #4 | | R2-2(L) | #7 | | R2-6(L) | #10 | | R2-2(R) |
| #2 | | R2-3(L) | #5 | | R2-4 | #8 | | | #11 | | R2-5 |
| #3 | | R2-6(R) | #6 | | R2-14(L) | #9 | | R2-14(R) | #12 | | W5-25 |

ttm

Acoustics Data Traffic Waste

TTM Consulting (Vic) Pty Ltd

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Collingwood VIC 3066

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E : ttmvic@ttmgroup.com.au

W : www.ttmgroup.com.au

PROPOSED SERVICE
STATION DEVELOPMENT
226-236 HAMMOND AVE,
WAGGA WAGGA
STRATEGIC CONCEPT PLAN

Scale 0 3 6 9 12 15
1:750 @ A3

Drawing No : 1154801

Sheet No : 1 Issue : L



Figure 1 - Subject site (Archistar)

The area proposed for redevelopment for the purp
proposed Lot 42 as shown on the proposed subdivis

13 January 2023

TfNSW reference: STH22/00279
Your reference: DA22/0346 (CNR-50504)

Wagga Wagga City Council
By email: facey.jessica@wagga.nsw.gov.au

Attention: Jessica Facey

DA22/0346 (CNR-50504) – Proposed Service Station – LOT 31 & 32 DP874819 – Hammond Avenue, East Wagga Wagga

Dear Jessica

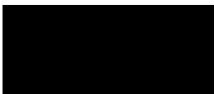
Transport for NSW (TfNSW) is responding to the DA22/0346 referred on 12 January 2023 via the NSW Planning Portal.

TfNSW has reviewed the information and has no objections to the proposed development provided the conditions in Attachment 1 are included in the development consent.

TfNSW notes that in determining the application under Part 4 of the *Environmental Planning & Assessment Act 1979* it is the consent authority's responsibility to consider the environmental impacts of any road works that are ancillary to the development (such as removal of trees, relocation of utilities, stormwater management, etc). Depending on the nature of the works, the Council may require the developer to submit a further environmental assessment for any ancillary road works.

On Council's determination of this matter, please forward a copy of the Notice of Determination to TfNSW. If you have any questions, please contact me on 0417 508 107 or email development.south@transport.nsw.gov.au.

Yours faithfully



Cam O'Kane
Case Officer, Development Services South

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DA22/0346 (CNR-50504) – Proposed Service Station – LOT 31 & 32 DP874819 – Hammond Avenue, East Wagga Wagga

Context

TfNSW notes for this DA:

- The key road is the Sturt Highway (Hammond Avenue) which is a classified “state” road. The site is located within a 60 kmh speed zone.
- The development proposes construction of a service station with associated site preparation works, boundary adjustment and removal of trees;
- The proposed boundary adjustment will consolidate the existing lots 31 & 32 and then subdivide the combined lot to create two allotments as shown in **Attachment 2**. Proposed lot 42 (which will be 4,927m² in size) and proposed lot 43 (which will be 2.855ha in size). Lot 42 will benefit from two distinct rights of way over lot 43 for access;
- The proposed service station is to be constructed on proposed lot 42 which fronts to Hammond Ave. The proposed hours of operation for the service station are 24 hours a day, 7 days a week;
- The proposal is supported by a Statement of Environmental Effects (SEE) prepared by MMJ Wollongong and a Traffic Impact Assessment (TIA) prepared by TTM Consulting (Vic) Pty Ltd both dated December 2022;
- Access to the site from Hammond Ave is proposed as a one-way circulation through the site with ingress via the eastern driveway and egress via the western driveway as shown in **Attachment 3**. The internal layout provides separation for on-site circulation to the light and heavy vehicle fuel bowzers;
- Egress to and from the site will be restricted to left-turn only as stated in the SEE & TIA. This restriction will be enforced by the construction of a raised central medians in Hammond Avenue. The median structures shall be designed and constructed so as to maintain all existing movements for vehicular access between Lot 1 DP 225842 (located to the west of the subject site) and Hammond Avenue;
- The submitted plans indicate that access to the site from Hammond Avenue will via a proposed an Auxiliary Left Turn (AUL) with the largest vehicle anticipated to access the site will be a 26m B-Double heavy vehicle;
- The TIA anticipates that the development has the potential to generate approximately 115-150 vehicles per hour (IN and OUT combined) during the evening peak hour;

General Conditions

1. The site shall be established and maintained with one-way circulation through the site restricted to ingress via the eastern driveway from Hammond Avenue and egress via the western driveway as per the submitted plans. This one-way circulation shall be appropriately sign posted and line marked. No entry signs shall be erected and maintained at the western driveway.
2. Works within Hammond Avenue shall be located, designed and constructed generally in accordance with the Plan (**attachment 3**) and Austroads Guide to Road Design to the satisfaction of Transport for NSW as amended by the following:
 - a) The design vehicle for the works shall be a B-Double heavy vehicle.
 - b) As a minimum the intersection of the proposed eastern driveway with Hammond Avenue shall be constructed as a sealed Auxiliary Left Turn (AUL) treatment for the eastern driveway in accordance with the Austroads Guide to Road Design for the posted speed limit.
 - c) Egress from the site shall be via the western driveway only and restricted to left turn only by construction of a raised central median within Hammond Avenue. Appropriate line-marking and signs shall also be erected and maintained to reinforce this restriction. The raised central medians shall be appropriately designed, signposted and line marked to deny U-Turn movements for east and west bound vehicles along Hammond Avenue.
 - d) The required road works including the proposed central raised median structures shall be designed and constructed so as to maintain all existing movements for vehicular access between Lot 1 DP225842 and Lot 1 DP376546 to Hammond Avenue.
 - e) As a minimum, the driveways shall be designed, constructed and sealed from the carriageway of Hammond Avenue to the property boundary and be constructed to accommodate the swept path of the largest vehicle proposed to enter the site.
3. For road safety reasons, all vehicle access driveways, and the internal layout of the development, shall be designed such that all vehicles are able to enter and exit the subject site in a forward direction and not be required to reverse onto the footway or roadway. The swept path of the largest vehicles entering and exiting the subject site and manoeuvrability through the site is to be in accordance with AS 2890.2-2002 "Off-street commercial vehicle facilities" and to Council's satisfaction.
4. On-street parking shall be denied along the frontage of the development site to Hammond Avenue. The full time "No Stopping" restriction shall be implemented along Hammond Avenue for the full frontage of the site prior to commencement of any works.
5. Stormwater run-off from the subject site onto the adjoining road reserve as a result of the proposed development shall not exceed the existing level of run-off from the subject site. Suitable drainage treatment shall be implemented to deny contaminated storm water run-off from the subject site to the road reserve of Hammond Avenue.
6. All activities including, loading and unloading associated with this development are to take place within the subject development site to remove interference with vehicles and pedestrian movement on public roads. Fill points for onsite petrol and gas storage tanks are to be located so that delivery tankers can stand wholly within the site and clear of access driveways so as not to impede access to and from the subject site.
7. Prior to installation of any advertising signage, a separation application will be required to be submitted to Council for approval.

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8. Works associated with the development shall be at no cost to Transport for NSW.

Prior to the issuing of a Construction Certificate, the developer must:

1. Enter into a Works Authorisation Deed (WAD) with the TfNSW, or other suitable arrangement as agreed to by TfNSW, for all works on Hammond Avenue.

Notes:

- A WAD is a legally binding contract between TfNSW and the developer, authorising the developer to undertake works on a State road.
- To progress the WAD, the developer needs to email a copy of the conditions of development consent to development.southern@rms.nsw.gov.au.
- All roadworks and traffic control facilities must be undertaken by a pre-qualified contractor. A copy of pre-qualified contractors can be found on the RMS website at: www.rms.nsw.gov.au/business-industry/partners-suppliers/tenders-contracts/prequalified-contractors.html
- Any new services or modifications to existing services associated with this development application that involve works on, over or under Sturt Highway (as defined the area from kerb to kerb) must be incorporated into, and managed under, the Works Authorisation Deed for the project. Note: It is the developer's responsibility to identify these works to TfNSW project manager.
- More information on WADs can be found at: www.rms.nsw.gov.au/documents/projects/factsheet-development-process.pdf

2. A management plan to address construction activity access and parking is to be prepared to ensure that suitable provision is available on site for all vehicles associated with the on-site works for the construction of the development to alleviate any need to park within, or load/unload from the road reserve of Hammond Avenue. The storage of any material within the road reserve is denied. Appropriate signage and fencing shall be installed and maintained to effect this requirement.

Prior to the commencing works within the road reserve, the developer must:

1. Obtain Section 138 consent under the Roads Act, 1993 for the works associated with the WAD.

Notes:

- TfNSW will be exercising its powers under Section 64 of the Roads Act, 1993 to become the roads authority for works associated with the WAD and therefore responsible for issuing the Section 138 consent for those specific works.

2. Apply for, and obtain a Road Occupancy Licence (ROL) from the TfNSW Traffic Operations Unit (TOU) prior to commencing roadworks on a State road or any other works that impact a travel lane of a State road or impact the operation of traffic signals on any road.

Notes:

- For information on the ROL process and to lodge an ROL application, please visit <https://myrta.com/oplinc2/pages/security/oplincLogin.jsf>
- The applicant will need to create an account (this may take a few days to register), prior to submitting the ROL application. The applicant must submit the ROL application 10 business days prior to commencing work. It should be noted that receiving an approval for the ROL within this 10 business day period is dependent upon TfNSW receiving an accurate and compliant TMP.

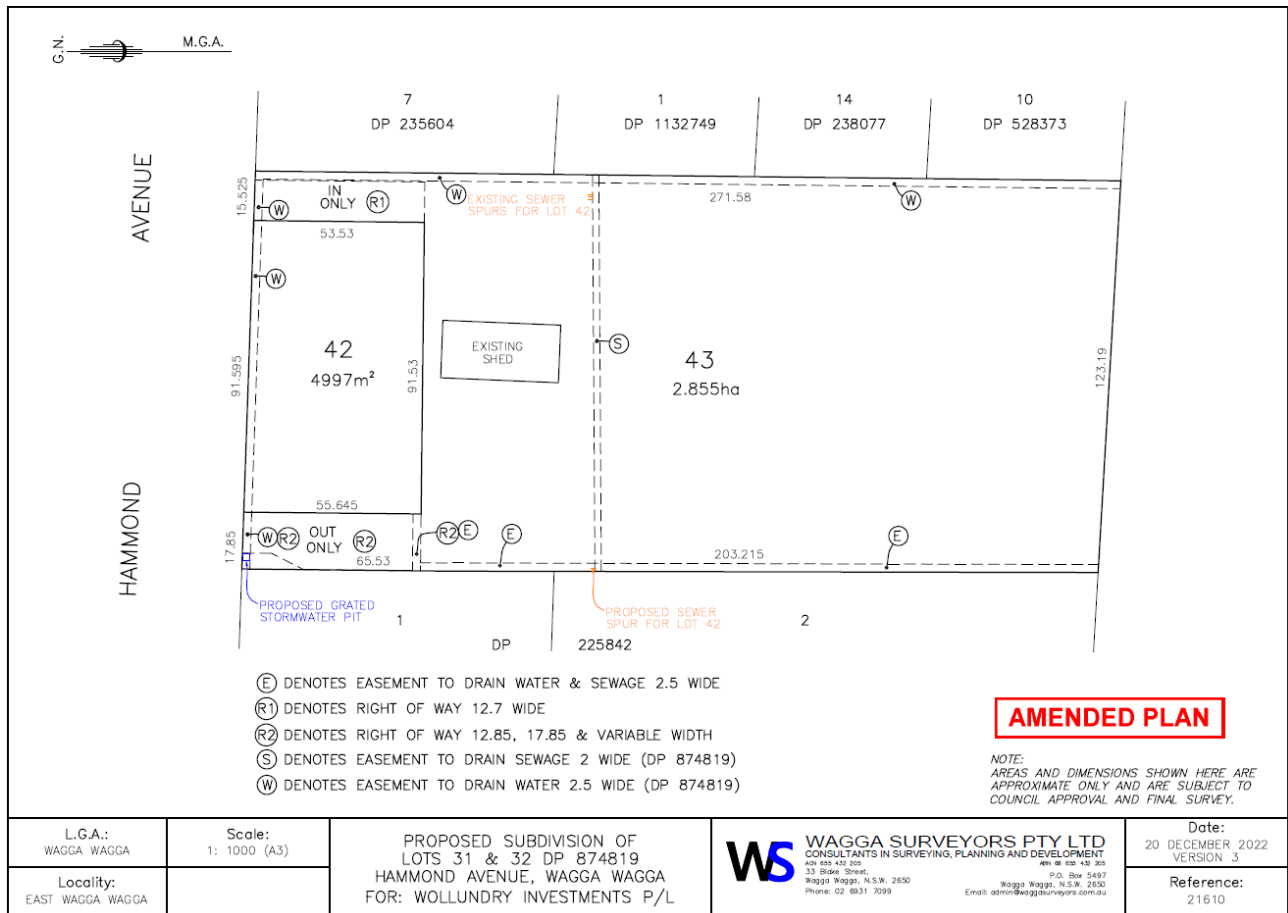
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- *The application will require a Traffic Management Plan (TMP) to be prepared by a person who is certified to prepare Traffic Control Plans. Should the TMP require a reduction of the speed limit, a Speed Zone Authorisation will also be required from the TOU.*
- *An approved ROL does not constitute an approval to commence works until an authorisation letter for the works has been issued by TfNSW Project Manager.*

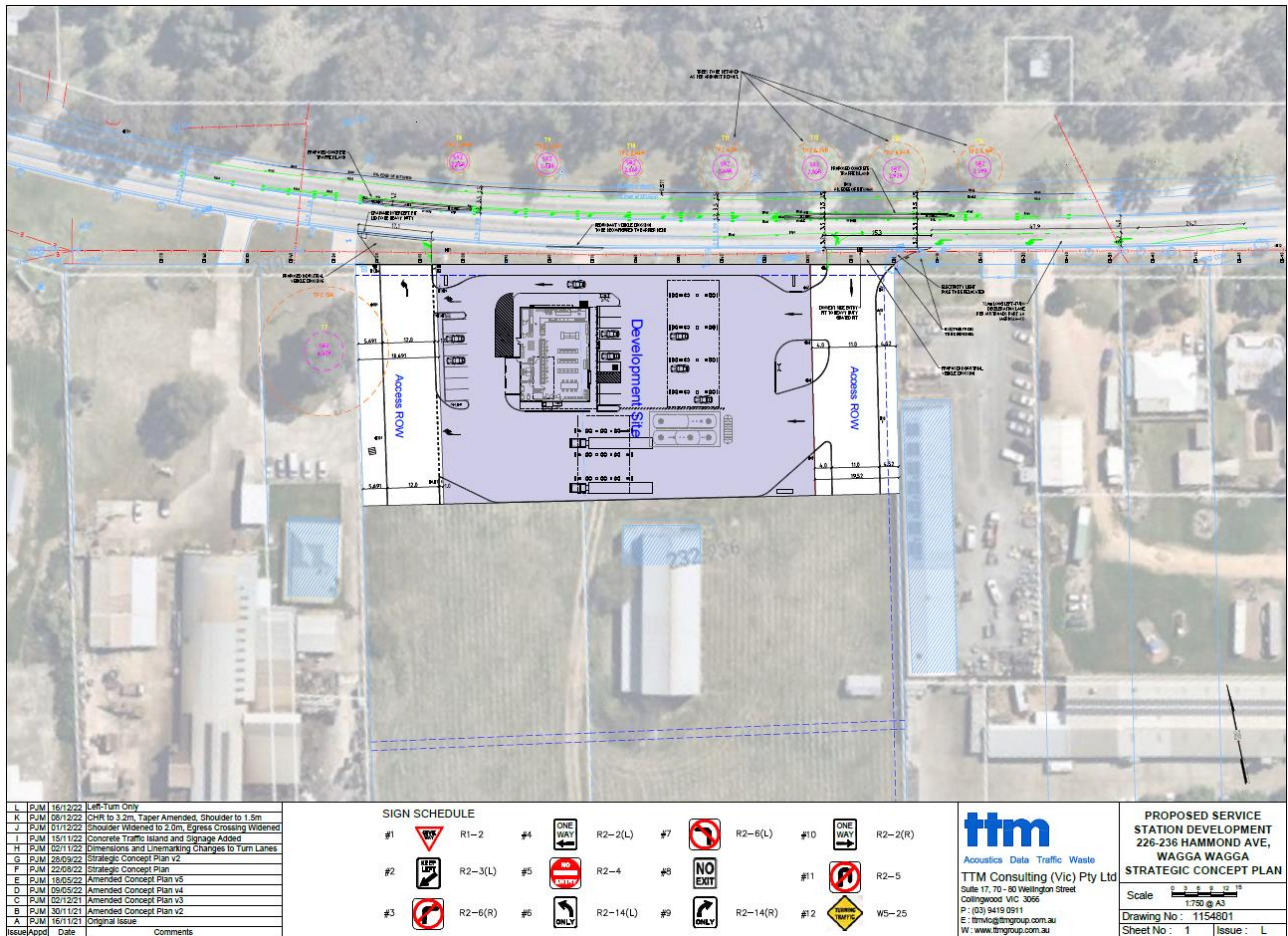
Prior to the issuing of the Occupation Certificate, the developer must:

1. Provide evidence to Transport for NSW to demonstrate that all works within the road reserve have been completed in line with the approved plans and documentation.

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