

Reference : DA 19/0649 File No : D/2019/0649

In reference to the received Council letter, we wish to make comment on the Development Application submitted in respect to 52 Plumpton Road Tatton being Lot 336 DP1247818.

We support in principal the Concept Development Application to subdivide existing Lot 336 into residential Lots.

After reading all documentation submitted with the application, we wish to express some concerns for further commenting.

Lot 328 :

We note that as per the subdivision proposal Lot 328, which is approximately 6 metres in width and is located between Lots 316 & 317 in an existing subdivision and adjoining DA subdivision Lot 336, is to be given to the proposed unit closest to boundary of proposed Lot 1 in the development application ??

What purpose would this serve ?? What would or could this parcel of land then be used for in the future??

Presently we understand that the purpose of this parcel of land is to give access from Argyle Court to Lot 336??

Our understanding we believe, is supported by DA application lodged. Refer page 111- Site Analysis notations and diagram.

“ The site is well connected from a pedestrian perspective with existing connections provided from east, north and south “. Are we correct in our assumption??

Should our assumption be correct we believe that a condition of approval should be that Lot 328 not be given to Lot 1 of the new subdivision as proposed by applicant, but this Lot be given to the Wagga Wagga City Council.

This parcel of land should then serve the sole purpose, as detailed in DA site analysis, of providing pedestrian walkway access, Argyle Court to the newly proposed subdivision site.

We suggest that in conjunction with maintaining this as purely a walkway, bollards be installed at adjoining boundaries of existing Lots 328 & 336 to restrict any vehicle access, Argyle Court to proposed subdivision of Lot 336.

Terrace Style Development :

We strongly object to the proposed erection of terrace style development on proposed lots 1 & 2 and the referenced indication (page 122) that more of the proposed lots may be dedicated towards terrace style development.

To our knowledge there are no terrace style buildings in the existing established streets that adjoin this proposed development application and erection of such would be out of character to all surrounding properties.

Terrace style buildings also raise other issues for, but not limited to, existing lots 316, 317, 318, 320, 321 and proposed new lots 3 & 18 in respect to :

- Privacy
- Loss of Natural light / sun
- Building / Boundary setbacks
- Shadowing

We assume Shadow Diagrams are now available or will be made available for perusal in respect to any effect on existing or proposed neighbouring properties??

Sectional Cut :

As per drawing supplied on page 11, sectional cut from lot 1 to lot 17 Northern Road shows lots 1, 3 & 4 being built up with fill ?? Because of the lie of the land it would appear more practicable to cut in then built up thus reducing impost on existing and proposed dwellings??

Should terrace style buildings be approved on lot 1 as detailed in the drawing, those buildings would become even more imposing because of the proposed built up enabling direct exposure to alfresco and living areas, being a total imposition of privacy.

Movement Summary :

It is noted as per item 12 of page 100, that the development applicant is seeking to construct a roadway in conjunction with the proposed subdivision that does not meet Council's engineering minimum standards width guidelines??

Surely a noncomplying roadway, for a proposed 30 plus dwelling street, cannot be approved as it would cause considerable problems for on street parking of visitors, vehicle passing, access for emergency vehicles (Ambulance, Fire, Police), garbage trucks, deliveries etc.

Off site parking in Brindabella Drive would not be a practical solution to the problem, because of distance and the fact that this roadway becomes busier by the day. Should submitted DA be approved there will be further increases of traffic flow, with up to an additional 300 predicted movement's per day, as per item 12 of movement summary submitted. Adjoining Argyle Court, because of size and nature, would also not be able to accommodate any of the proposed subdivisions offsite parking.

We suggest that a condition of any considered approval for this proposed subdivision must ensure that the roadway is constructed to Council's minimum standard requirements and that it can accommodate all its own on street parking, whilst ensuring safe traffic movement and the safety of Residents, Visitors, Pedestrians, Emergency Services etc at all times.

Site Accessibility :

From page 55 of documentation submitted, Infrastructure and Service Provisions 4.1.2, a Traffic Impact Assessment notes that the existing Brindabella Drive/Plumpton Road intersection is non-compliant with the Australian Road Design Guide (ARDG) based on existing speed limit??

With the projected increase in traffic movement and the continued on going subdivision developments being undertaken in close proximity, we believe that before this application is considered or approved, the speed limit on Plumpton Road must be reduced from 80 kms to either 50 or 60 kms to become compliant to (ARDG) and most importantly for the safety of all users.



3rd August 2020

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

Dear Sir,

RE: DA 19/0649 52 Plumpton Road Tatton, Lot 336 DP 1247818 – Matt Jenkins

I wish to strongly oppose the development of the two storey dwellings proposed in the subject subdivision.

- Lack of morning sunlight – The two storey dwellings will block the morning sunlight that we currently enjoy.
- The lack of sunlight through winter

-
- There is a concreted driveway between lots 316 & 317 that was put there to service the housing blocks originally planned for the existing subdivision plans. It appears on the new plans that this driveway would be utilized for the residents/visitors of the two storey dwellings to gain access to their premises. If this is the case then this will largely increase the vehicle flow through Argyle Court. The initial entrance into Argyle Court is narrow and if two cars were parked legally on either side of the road then it is very difficult for another vehicle to even get through. The extra traffic would create severe safety issues plus it could also

encourage the overflow of residents and/or visitors of the two storey dwellings to use Argyle Court for parking. In addition I presume that this would also be used as a walkway which in turn could have the potential to end up having a large pedestrian flow in and out of [REDACTED] [REDACTED] If this eventuates then there will be the possibility of unruly behaviour similar to the trouble in laneways in other parts of Wagga Wagga.

In summary I would like to also point out that I have grave concerns that this proposal will have a huge impact on the devaluing [REDACTED] in Tatton generally. [REDACTED] specifically targeted Tatton [REDACTED] because of the large blocks and quality homes that currently make this suburb one of the most prestigious in Wagga Wagga. If the two storey dwellings proceed it will certainly ruin our whole standard of living that we currently enjoy. Also, with all these townhouses and homes bunched up on small blocks it will certainly take the prestige and luxury out of Tatton. [REDACTED]

I am hoping that you will take my concerns into consideration when reviewing the proposed Development Application and see that it will certainly have a number of detrimental effects on [REDACTED]

[REDACTED]

Reference : DA 19/0649 File No : D/2019/0649

In accordance with Council correspondence dated 17th July 2020 we wish to make comment on the Development Application submitted in respect to 52 Plumpton Road Tatton being Lot 336 DP1247818.

Firstly, we would like to state that we support in principle the Concept Development Application to subdivide existing Lot 336 into residential Lots. However, after reading all documentation submitted with the application, we wish to express some concerns, objections and recommendations to what is proposed.

Lot 328 :

We note that as per the subdivision proposal Lot 328, which is approximately 6 metres in width and is located between Lots 316 & 317 in an existing subdivision and adjoining DA subdivision Lot 336, is to be given to the proposed unit closest to boundary of proposed Lot 1 in the development application ??

What purpose would this serve ?? What would or could this parcel of land then be used for in the future??

Presently we understand that the purpose of this parcel of land is to give access from Argyle Court to Lot 336??

Our understanding we believe, is supported by DA application lodged. Refer page 111- Site Analysis notations and diagram.

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Should our assumption be correct we believe that a condition of approval should be that Lot 328 not be given to Lot 1 of the new subdivision as proposed by applicant, but this Lot be given to the Wagga Wagga City Council.

This parcel of land should then serve the sole purpose, as detailed in DA site analysis, of providing pedestrian walkway access, Argyle Court to the newly proposed subdivision site.

We suggest that in conjunction with maintaining this as purely a walkway, bollards be installed at adjoining boundaries of existing Lots 328 & 336 to restrict any vehicle access, Argyle Court to proposed subdivision of Lot 336.

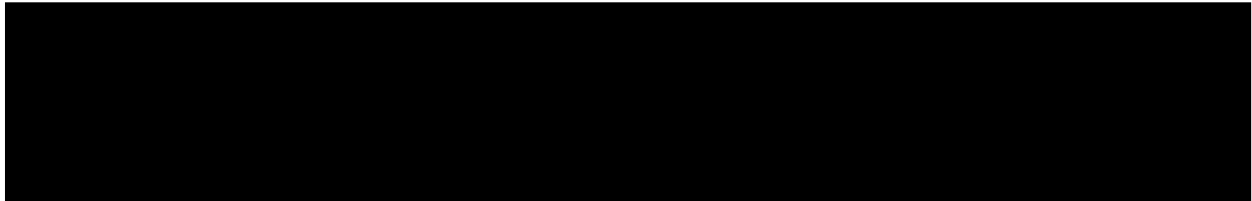
Terrace Style Development :

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Movement Summary :

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Site Accessibility :

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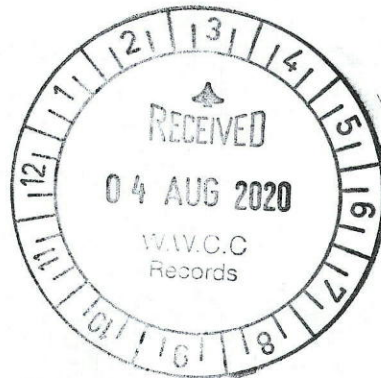
With the projected increase in traffic movement and the continued on going subdivision developments being undertaken in close proximity, we believe that before this application is considered or approved, the speed limit on Plumpton Road must be reduced from 80 kms to either 50 or 60 kms to become compliant to (ARDG) and most importantly for the safety of all users.



[REDACTED]

3rd August 2020

City of Wagga Wagga
Mr Cameron Collins
Development Assessment Co-ordinator
Attention Robyn Bradley



Dear Robyn

Re: Application No DA19/0649 File No: D/2019/0649

[REDACTED]

[REDACTED] is supportive of the application in principle except we think that Plumpton Road should have the speed zone reduced between approximately the intersection of Sterling Boulevard and Plumpton Road and Gregadoo Road and Plumpton Road from the existing 80km/h to 60 or even 50km/h as part of the application development.

Over the recent past there has been more residential development in Tatton and surrounding areas, increased traffic attributed to Mater Dei School, The Grange Lifestyle Village, Caloola Aged Care and increase patronage at the Club.

With the increased development has come more intersections off Plumpton Road including Brindabella Drive, as well as increased use of Council footpath and access for pedestrians to Lake Albert.

With the area of Tatton and surrounding suburbs having a lot more vehicle and pedestrian activity we see changing of the speed zone a safety concern that requires action.

If any further information is required please don't hesitate to contact me [REDACTED]

[REDACTED]



4th August 2020

Cameron Collins

Development Assessment Co-ordinator

City Council of Wagga Wagga

By email

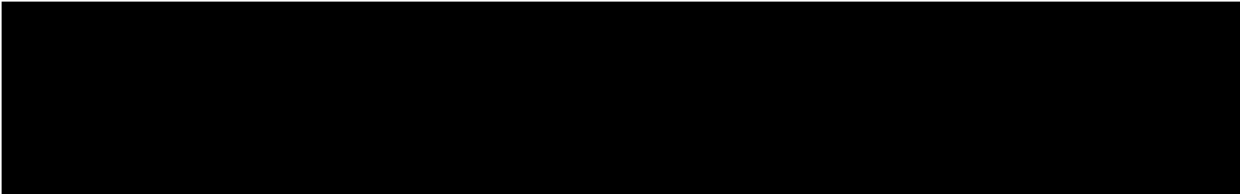
Attention: Robyn Bradley

Your Reference: Concept development application to subdivide land into 37 residential lots

Application No: DA 19/0649

Dear Sir

As residents living close to the site of the proposed development, we are of the view that the proposed development will have a series negative impact on our standard of living and the aesthetics of the area.



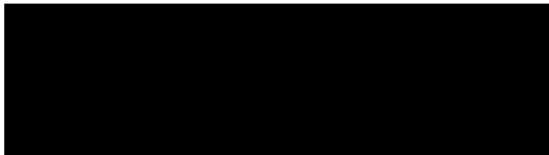
Our specific objects to DA19/0649 are as follows:

1. Impact of increased traffic – Increase in the traffic volume on Brindabella Drive from the 37 new residential lots will impede accessibility and significantly downscale the liveability for existing residents.
 - The impact of noise from traffic travelling at high speeds during the day and night will be disruptive.
 - The increase in traffic levels during the day will be a safety risk for pedestrians and cyclists. This may reduce the tendency for walking and cycling, leading to a reduction in physical activity and ultimately to social exclusion and deterioration of health and wellbeing for local residents.
 - The intersection is already used by a high number of cyclists, pedestrians, buses, motorcyclists and cars. Increasing the volume of traffic at the intersection of Plumpton Road will increase the accident risk by placing more demand on an increasingly busy intersection.
 - An existing driveway exists into 52 Plumpton Road. This is to be utilised as a communal driveway for Lots 32, 33, 34, 35, 36 & 37. Modifying this to a road that provides an entry and exit point to the development would provide a safer alternative and minimise conflict between existing home owners and the applicant.

2. Effect on the landscape and natural environment - The fields are an integral part of the landscape of the Lake Albert area. The site provides views of natural landscape and maintains the rural character of the land. The density of the development and clearing of the native vegetation will mean the connection with the natural environment will be lost and decrease the aesthetic character of the area.
3. Consuming Environmental Conservation Land – Research states that Environmental Conversation Area (E2) is land that is dedicated as Wildlife Protection Areas. Modifying the E2 land into lots small than 2000m³ in the area East of the Western boundary of Lot 335 Brindabella Drive will impede the transition from high density housing to semi-rural housing and other land uses which have varying intensities and environmental sensitivities.

Ultimately this development does not meet the day to day needs of the residents who previously purchased their home or land in this area. It is disappointing that, as ratepayers, we approached the Wagga Wagga City Council on numerous occasions. We were informed that the large trees on the Environmental Conversation Area would not be removed and that the area would never be built on.

We sincerely hope that you refuse or modify the application. If this application is to be decided by councillors, please inform the residents who live in the vicinity as they wish to speak at the meeting of the committee at which this application is expected to be decided. Please let us know the date and time of the meeting.



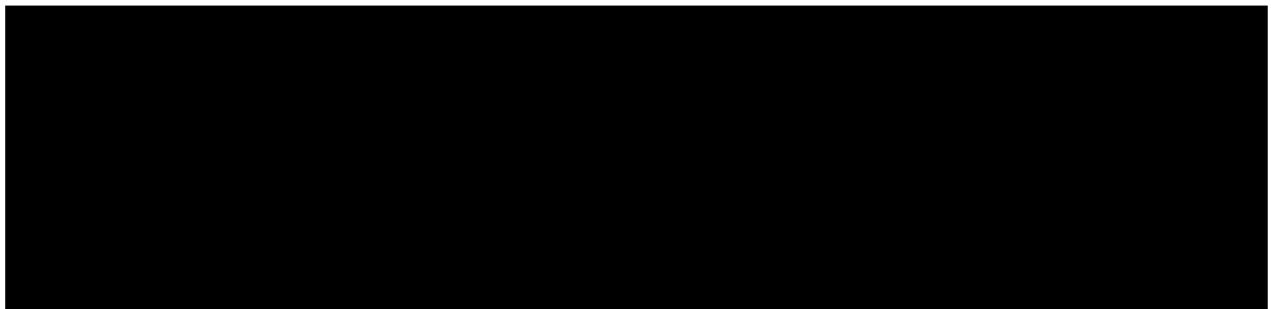
To Whom It May Concern Re Proposed Sub Division DA19/0649

Lot 336 DP 1247818

Applicant Matt Jenkins

[REDACTED] with our concerns as to why we DO NOT wish for this to proceed, unless some changes are made.

The points below indicate as to why we do not wish for this to happen



2. I spoke to the lady from council and asked why the entrance cannot be off plumpton road and I got the answer of there will be to much traffic coming onto plumpton from the subdivision. My answer to this is, where do you think the people out of the sub division will enter plumpton rd, they will come straight out of the driveway, down brindabella and straight onto plumpton rd, making it no difference at all if the entrance was off plumpton rd. If the issue is that there is to many cars, maybe the subdivision should only be broken down into bigger sized blocks, to match in with the other smaller sub division that have gone in close by and also matches in with the semi-rural type blocks all along Plimpton rd, this will also obviously reduce traffic
3. I no that this may not be a council issue, maybe the RTA but the speed limit should along Plumpton Rd needs to be reduced to 60km hour, it is already dangerous enough with people coming off there at 80kms and still thinking it is 80km all the way past our house. Also, there are many families with children that walk [REDACTED] down to plumpton rd to try and cross to walk around the swamp lake albert, reducing the speed limit may make this crossing safer for all people. We are aware that the golf club has also requested this as well but got turned on deaf ear. Turning lanes should be paid for from the developer to accommodate this.
4. The previous sub division letter we got to attach the over flow dam to the proposed sub division, should have then included that 37 units where going to be proposed to be built there, as we would have tried to stop the sub division then and not get this surprise now. The owner of the land already broke the terms of the first subdivision as no trees were meant to be removed and the day it must have passed he had a person out there cutting 1 tree and luckily a neighbor caught him and rang council, {also has video evidence} before he got to much further into the second one.

Not sure why the owner of the lands thinks he has the right to be above council agreements.

5. Which is my next point, of the environmental effect on the wild life that uses the over flow dam and surrounding trees for their habitat.

There are many different species of birds, turtles and other animals which use this area throughout the year, is to why none of the existing trees in the new proposal should be cut down

6. Is the overhead easement to the dwelling 25m, as I am aware that this has to be done, [REDACTED]

[REDACTED]

I really hope all this is taken into consideration and would appreciate a response to our issues we have arrised

[REDACTED]

Hi Robyn,

We have received the letter from Council regarding DA19/0649 and have viewed the corresponding plans. [REDACTED] we are really concerned as the DA plans show encroachment [REDACTED]

Please see attached excerpt from the submitted plans – can this be reviewed?

Kind regards

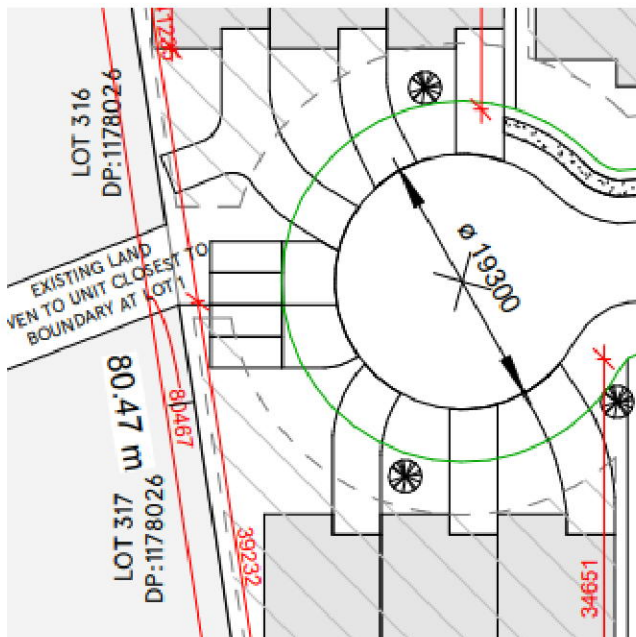
[REDACTED]

Attention:- Robyn Bradley

In reference to the Application DA19/0649 File No: D/2019/0649.

I have a question in regards to the DA19/0649 and more so with the concrete strip as per the below attach which is also on Argyle Court.

Is this concrete strip going to be allowed as an access and exit point from the development while in construction and more so when the units are completed?



Good Afternoon,

We would like to object to a part of the application and that being the construction of Town Houses or multi-level dwellings. Apart from this we have no issue with the construction of single level buildings. The reasons for this being as follows:

[REDACTED]

3. It will effect the sunlight [REDACTED]
4. It will reduce the value of our premises [REDACTED]

When we purchased our property we designed [REDACTED] the premises to maximise our privacy and have a view something other than a wall. We definitely did not expect multi storey buildings as there were none in the suburb at that time.

[REDACTED]

We both have not made any political donations in the past.

[REDACTED]

Dear Ms Gray

[REDACTED]

[REDACTED] There are two main issues that I have that will affect [REDACTED] house:

1. Proposed two-storey town house that [REDACTED]

[REDACTED]

One of my concerns is privacy. [REDACTED]

The other concern is shadowing from the proposed town house. Not only shadowing into these [REDACTED] but also shadowing over [REDACTED] particularly in winter.

The proposed town house appears to be approx. 1m from the fence line. [REDACTED]

The proposed two-storey town house will have serious implications to the valuation of my home.

Does having two-storey townhouses affect the character of the Tatton suburb?

2. The concreted driving or walking area between lots 316 [REDACTED] lot 317 [REDACTED]

This is on the northern side [REDACTED]

On the DA application it states it will be owned and used by the owner closest to the boundary in lot 1. If so, how would this be used? We have also been advised that it could be used as a pedestrian walk way.

Firstly, my objection is to have it used as a drive way. If it is a driveway, what is stopping other people using it? The small cul-de-sac of Argyle Court does not need extra traffic. How would it be monitored that only one owner would use it?

Secondly, if it is a pedestrian walk, how will this be controlled? How many cars from visitors to the houses and townhouses at the end of Road 02 would be parking in Argyle Court and walking through rather than using the four marked visitor car parks? The road marked Road 02 is quite narrow so not conducive to parking on the street. Argyle Court could be used as a short cut rather than taking Road 02. How can this be monitored?

Will there be some sort of barrier there?

I also note that the WWCC is considering closing off walkways in other suburbs of Wagga as they can denigrate bad behaviour from certain elements of the community. Will this be a consideration here?



Dear Wagga Council/ Robyn Bradley

Re Application No: DA19/0649 File No D/2019/0649 Contact: Robyn Bradley

Just to make it clear at the beginning of my email, I am not opposing the development application. I just have some concerns that I want on record and addressed.

[REDACTED]

Concern 1 – privacy. [REDACTED]

[REDACTED]

[REDACTED] raising the height of the fence. I have seen this done in another property in Wagga so I know it can be done. [REDACTED]

Concern 2 – [REDACTED]

[REDACTED] I have seen the slight elevation/levelling of the blocks in the plan - ref AO5.5 Sectional Cut. My concern is that the run off is going to be increased by the proposed buildings and the leveling of their backyards.

Concern 3 – [REDACTED]

[REDACTED]

As I said at the beginning, I am not opposing the development (although I do hope the buildings look a lot better than the sketches in the DA; Tatton is such a nice, individual area). While I am sad about trees being cut down – wonderful shade in summer - I understand and agree that the trees have to go; they are too big and too near residential dwellings and the pine needles continually clog up the gutters.

Yours sincerely

[REDACTED]

THE AUTHOR OF THIS SUBMISSION IS STRICTLY PRIVATE AND CONFIDENTIAL.
I DO NOT GIVE PERMISSION FOR MY DETAILS TO BE KNOWN TO ANY APPLICATION UNDER THE
FREEDOM OF INFORMATION ACT NOR TO WAGGA WAGGA CITY COUNCILLORS SHOULD PUBLIC
SUBMISSIONS FORM PART OF ANY REPORT TO COUNCIL REGARDING THIS APPLICATION.
I AM COMPLETELY WITHIN MY RIGHT TO THESE CONDITIONS

To the General Manager

I provide the following detail with respect to the proposed development

Stormwater / Overland flow path.

I refer to the existing water body what the majority of people would consider a dam on the corner of Plumpton Rd and Brindabella Dr. In fact this water body is wet stormwater retention basin constructed to detain developed stormwater and release it equivalent to the rural runoff. Generally releasing the developed stormwater at the rate of 2/3 of the 1 in 1 year storm event.

Usually retention basins exist in undulating ground and are for most of the time dry with the exception during prolonged storm events. All dry basins have an emergency overflow point or spillway with a satisfactory downstream overland flow path in the event of blockage or failure of the trickle flow outlet pipe or even a storm event that is greater than the 1 in 100 year storm event. This existing basin - dam has been designed in such a way because it's located in a flat area with extremely limited down stream infrastructure in fact the drainage DSP extended a nominal size pipe (trickle flow) to this basin. The basin has been designed with air space above creating a volume for retention. The stored stormwater will slowly drain out through the trickle flow outlet pipe slowly dropping the water level to the level of the outlet invert.

You will note that Brindabella Dr has low point or sag prior to the intersection with Plumpton Rd, this low point or sag is to redirect overland stormwater coming down Brindabella Dr into the basin when we experience storm events greater than the 1 in 10 year event when the underground drainage system can not accommodate these flows. The low point is intentionally designed to redirect the generated overland flow into the basin and prevent it from flooding down Plumpton Rd and flowing north.

The existing emergency spillway or escape route for this dam is not obvious and is out through adjacent land directly to the north eventually making its way to Stringbark Creek [REDACTED] property consequently flooding land in between.

All this land to the north of the dam was identified as flooding in a internal flood study report.

Consequently the zoning of these lands reflect the issues associated that is flood prone land.

One could say just fill it so it's not subject to flooding but then should ask where will the water go then. The only route is down Plumpton Rd greatly impacting on the community and creating safety issues to road uses and inconvenience to many.

I note the subject land has had the front section of the lot that is land subject to flooding rezoned for development.

I note also note that this application includes filling this land so if approved one could ask where will the stormwater go in the event of the trickle flow becoming blocked or failing and we experience a storm event greater than the 1:100 storm event, where is the overland flow path.

Obviously the dam will be full the low point or sag will fill eventually fill with water prohibiting vehicular access and will reach a level eventually breaking out into Plumpton Rd heading north towards Landsdowne.

With respect to this application I encourage Council to create an overland flow path possibly within the transmission easement heading north into adjacent private lands which are also identified as flood prone land in the flood study. It's important that this path is sterilised from development. The overland flow path should maintain current levels and at a width capable of accommodating the anticipated overflow from the basin. I would encourage an easement be created over this land to ensure its integrity.

I have experienced 300 - 400mm of stormwater all over this land with only the bitumen of Plumpton Rd showing this occurred when the Springvale, Glenoak catchment experienced a storm event well above the 1:50 storm event and the culvert under Plumpton Rd at Stringybark Creek could not cope with the quantity of stormwater and it reached a level and volume it broke out into Plumpton Rd flowing north towards Landsdowne Ave flooding all adjacent lands that have been identified in the the internal flood study. Again if we fill all this land where will the water go.

This same storm event filled the lake from a very low level overnight to a level it actually overflowed.

Traffic

Plumpton Rd has become a very important road servicing Lakehaven, Tatton, Springvale, Marter Dei School, The Grange Retirement Village and to some extent Glenoak it also serves as alternate route to the tip. For many years and good town planning has denied vehicular access to individual lots to the point where lots that have subdivided have existing vehicular access to Plumpton Rd denied this provides for good traffic flow.

Any proposed lots with access to Plumpton should have a vengeance strip across the boundary with Plumpton Rd denying any vehicular access. One has only see the numerous gates on the rear of the properties providing alternate access on to Plumpton Rd with frontage to Dalkeith Ave. The strip of land between the rear boundary and the road reserve boundary is a private lot of land owned by Council to provide a green strip and prohibit vehicular access on to Plumpton Rd, this is good town Planning with a vision in the future preventing subdivision with frontage to Plumpton Rd demanding vehicular access. We shouldn't plan and make decisions for today or tomorrow but for the future.

Density

The adopted Tatton neighbourhood plan clearly identified the way the neighbourhood was to be developed and what community expectations where.

The subject lot was excluded from that plan as the then owner didn't participate in rezoning or neighbourhood layout and consequently wasn't interested in any development of his land.

Not with standing this it should be considered that any development of this land should be consistent with the already developed neighbourhood. It should not be a stand a lone development inconsistent with the Tatton Neighbourhood.

The proposed density is totally inconsistent with the existing development of the Tatton Neighbourhood which is primarily 800 - 900 sqm blocks with a scattering of smaller lots mixed in.

The adopted Tatton neighbourhood plan did provide several access handles to allow for some form of development of this lot.

Road Widths

Councils Engineering Guidelines For Subdivisions and Developments which has been adopted by Council clearly sets out Councils requirements for road widths depending on lots serviced and or minimum widths depending on the developers proposal.

Road widths are an extremely important consideration in the assessment of a DA as there are no turning back once the consent has been issued. I understand Councils current position on road widths requirements was determined after rigorous research and consultation with the industry. The road width should comply with Councils current Engineering Guidelines for Subdivisions and Developments.

The question one could ask is the tail wagging the dog rather than the dog wagging the tail.

Regards a ratepayer and citizen of Wagga Wagga

[REDACTED]

Hello,

[REDACTED] I have some comments on the application at 52 Plumpton Rd.

[REDACTED]
[REDACTED] There is already movement happening to the property and I feel this will be exacerbated with demolition works so close by.

- I also believe the size of the blocks and density are in stark contrast to the rest of the suburb of Tatton.
- There is a wide range of native birds that nest in the trees that are on the block and I am concerned that they may lose their habitat due to their removal.

[REDACTED]