



## **Ordinary Meeting of Council**

**Wednesday 23 September 2020**

**4.00pm**

**Council Chambers**

**209 Comur Street, Yass**

**ATTACHMENTS TO REPORTS  
ITEMS UNDER SEPARATE COVER**

# Ordinary Meeting of Council

Attachments to Reports  
Items Under Separate Cover

Page No.

6.4 Development Application No DA200049 - Subdivision, Isabel Drive,  
Murrumbateman  
Attachment C. Submissions.....3

## SUBMISSION #1

Page 1

Submission for

DA200049 - Isabel Drive, Murrumbateman

Applicant Name: Elton Consulting

Property Description: Lot 1 DP 1257138, Isabel Drive, Murrumbateman

Description of Proposal: 108 lot subdivision

[REDACTED]

Phone [REDACTED]

Email [REDACTED]

1st June 2020

The developer needs to address the following points:

\*As the development is proposed to be made in stages and augmented, all services need to be integrated from the beginning and not in stages. It seems only the bare necessities are being implemented.

\* Demolition and back fill of six dams which will have detrimental effect on current biodiversity within the area, subsidence and destruction of environment. Can't these dams stay as is and become vacant lots for recreational purposes and then the DA be reconfigured to accommodate this?

\*Construction of five roads to service the new lots will definitely impact the environment, heritage, and aboriginal conservation.

\*Tree and vegetation removal for road construction will impact on environment, biodiversity and cultural significant heritage and any Aboriginal sites.

\*Bushfire diligence provision should be made for multiple access points for emergency services and water sources.

\*Traffic Report: The following need to be addressed: increased traffic flow, parking, increased loads, wider intersections onto link roads such as Barton Highway and McIntosh Circuit.

Page 2

Submission for DA 200049



1<sup>st</sup> June 2020

**\*Is access to and from 'Tank' at the back of lot 52 Marquess Place** been provided for in the DA for maintenance purposes? This tank provides water to Carrington Park. Is the double red parallel lines between lots 176 and 175 the access road?

**\*Most building envelopes overlap proposed effluent disposal areas within each lot.** Is this legal?

**\*Rural residential typically can capture and store rainwater in the proposed 90,000L tanks, thereby reducing reliance on groundwater and supply from Yass pipeline (increasing community resilience).** 90000 L tank is too small especially if droughts occur. Is this Development using the same groundwater as Carrington Park and Merryville? Merryville has been on water restrictions using ground water during summer up until now so the demand on water will be far too burdensome. The Yass pipeline is not in working order yet. **"increasing community resilience"** why does the community need to become more resilient????

**\*Traffic and access**

**"Access to the site will be provided with new street connections from Isabel Drive to the south, Colonial Place to the north, and McIntosh Circuit to the east.** The creation of direct access through Colonial Place is in direct breach of the word Place which cannot be made a through street and would be creating traffic congestion around the open space lot no 172, thus also **increasing safety risks for children playing in the area.**

**The increase in traffic especially at peak times** dictates bottlenecks at the junction of McIntosh and Barton Highway. Both intersections need upgrading before subdivision goes in.

**\*Tree and vegetation removal**

**YVLEP 2013 states "to protect and enhance the environmental and biodiversity values of Yass Valley.... "to protect and enhance the environmental and biodiversity values of Yass Valley"** removal of .7 hectare of woodland is in breach of protecting and enhancing environmental values

**The subject site includes an area of 'White Box Yellow Box Blakely's Red Gum Woodland' which is an endangered ecological community listed under the NSW Biodiversity Conservation Act 2016. The proposed development requires the removal of 0.7ha of the Woodland. This is**

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Submission for DA 200049



1st June 2020

unacceptable and must not be done under the Environmental Protection and Biodiversity Conservation Act 1999 (Cwth). Nationally, threatened species and communities. Eco Logical Australia have mapped the presence of ' White Box Yellow Box Blakely's Red Gum Woodland' on the subject site, which is an Endangered Ecological Community (ECC) under the BC Act.

**\*Environmental Planning and Assessment Act 1979**

**"Infrastructure services and utilities to be provided in a cost-efficient manner as it can be easily augmented"** No, parks, footpaths, NBN, electricity, intersection widening, slip lanes are provided to cater for the development's future population increase. **Will they be done? By Whom?**

**"State Environmental Planning Policies (Infrastructure) 2007 This SEPP aims to facilitate the effective delivery of infrastructure across the State. Clause 104 contains controls for traffic-generating development, which is dictated by Schedule 3. In accordance with Schedule 3 "A residential subdivision of approximately 100 dwellings within the study area would not be considered traffic generating".** The error needs addressing. There are 106 lot holders so the above statement is contradictory

**\*Yass Valley Local Environment Plan 2013**

**"The increased residential population will help support existing services in Murrumbateman village."** This is untrue. In the early stages it will put a strain on them. **"to protect and conserve the cultural heritage and history of Yass Valley"** has a study of the original property's history been done and Aboriginal sites?

**"Objectives of the zones Table 6 R2 Objectives "Each lot will have a 90,000L rainwater tank".** This is far too small for a household especially during drought and the bore access currently being drawn upon and water table diminishing through its use by Merryville and Carrington Estates. **"Table 7 R5 Objectives zone - YVLEP 2013 Compliance To provide residential housing in a rural setting while preserving, and minimising impacts on, environmentally sensitive locations"** ' White Box Yellow Box Blakely's Red Gum Woodland' which is an endangered ecological community. A breach occurs as .7 hectare of this woodland will be removed.

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Submission for DA 200049



1<sup>st</sup> June 2020

**“To ensure that development in the area does not unreasonably increase the demand for public services or public facilities”.** Recreation grounds and hall already overused. Only one viable playground in Hercules Street as Jones Park too dangerous near highway and too far away

**“ Clause 5.10 Heritage conservation Several general and archaeological heritage items are located in the vicinity of the property”.** What is the distance from development meant by **within the vicinity?**

**“GW 050146s – Inactive bore with a depth of 96m and water bearing zones at 13.5m and 26m. It will be permanently decommissioned as a result of the proposed development. »GW 008680 – Inactive bore with a depth of 33.5m. It will be permanently decommissioned as a result of the proposed development”** Why? Won't that extra water be needed to fulfil the increased population demands for the new sub -division. Can't they build around it or leave that block vacant??

**Franklin Consulting Group Land Capability Study- page 2** states “6500m2 to 6 hectares in size” aren't the lots 6500 to 10000 m2 in size??

**Franklin Consulting Group Land Capability Study -Soil erosion page 18**

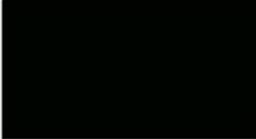
Thorough consideration during subdivision construction must follow the recommendations of the land capability study especially as **“There is evidence of historical streambank and bed erosion along the drainage depressions and watercourses on the site. ... Recommendations•100% groundcover be maintained in areas designated for effluent irrigation. • Remaining areas should maintain groundcover >70% •Areas of riparian vegetation should be retained and expanded where practical •Areas of historical erosion should be monitored and remedial measures implemented if required”.**

**Franklin Consulting Group- Salinity page 18**

It is vital there will be replacement of willows with natives as suggested along McClungs Creek **“The riparian zone along McClungs Creek in Lot 208 is vegetated with non-native Willow species. These assist with the stabilisation of erosion however present biodiversity and other issues and should be progressively removed and replaced with native riparian trees and shrubs**

Page 5

Submission for DA 200049



1st June 2020

**\*SMEC Traffic Impact Assessment**

Page 5 Errors in their statement “consists of 100 lots distributed evenly along a new road connecting to Ellendon Street.” 106 lots not 100 and Ellendon St???no such street

Page 5 The following assumptions are partially flawed. “It is assumed that traffic travelling into Murrumbateman town centre or Canberra will travel south along McIntosh Street until they meet the Barton Highway then turn right. Traffic travelling north towards Yass will travel north along McIntosh Street and then east along South Street until they reach the Barton Highway”. Traffic may travel along Colonial Place to Merryville Drive and South Street to Barton Highway if Colonial Place is made a through road as the developer proposes.

It would be appreciated the above concerns be addressed by the developer

Regards



## SUBMISSION #2

27<sup>th</sup> May, 2020

Yass Valley Council  
209 Cornhill Street  
Yass, NSW 2582

Dear Council Members,

### **Development Application DA200049 – Isabel Drive, Murrumbateman**

Thank-you very much for consulting with us in relation to the proposed subdivision along Isabel Drive, Murrumbateman. This development is of particular significance to us as our property directly backs onto Stage 3 of the project. We are very understanding of the desire to develop further residential space in the area, however, we would also like to voice a few concerns in the hope the development can proceed with existing community values at the forefront of planning.

Our main concern is in relation to the existing row of trees that extend along 2 sides of our property. In relation to the subdivision plan, these trees coincide with blocks 189, 190, 191 and potentially more, although this is difficult to visually confirm from our property and from public roads. Page 5 of the plan set indicate that the existing fence along this area will be removed. It does not state that the trees will be removed, however, it also does not clearly label them as existing trees that will be retained.

We wish to make a submission to ensure the safeguarding of these trees moving forward with the development. It is important that these trees remain in place for several personal and community reasons as detailed below:

- They provide privacy between existing and proposed lots, which will certainly be a desired asset for potential buyers.
- Removal of these trees will hugely affect the aesthetics of our property and the general area. We, along with many other members of the Murrumbateman community, choose to live in this area as it provides the perfect balance between rural and residential living. The “country vibe” is an appealing feature of upmost importance and the inclusion of open space and natural corridors is a necessity. These trees must be retained in this particular area to continue to achieve this aesthetic appeal. This will undoubtedly be appealing to potential buyers also.
- They attract a variety of birdlife to the area and are vital source of habitat and food. We see many birds around our property including spectacular Black Cockatoos and Eastern and Crimson Rosellas, which we highly enjoy and value.
- There are no proposed structures or road access in the direct vicinity of these trees, therefore their removal is not necessary.
- The trees in this area are in good condition and therefore their removal is not necessary.
- They pose negligible fire risk as the area is small and not dense. They also do not directly make contact with any buildings or structures.
- They provide shade along the boundary of our property which provides relief in the warmer months to our children as they play in the yard as well as our alpacas in our paddock.
- Given the proposed subdivision will be a residential area, the trees will also provide adequate screening against headlights as people drive in and out of driveways.



### SUBMISSION #3

Yass Valley Council  
Planning Department  
209 Comur Street  
Yass  
NSW 2582

██████████  
██████████  
Murrumbateman  
NSW

3<sup>rd</sup> June 2020

Dear Sirs

#### **Submission in Relation to DA 200049 – Isabel Drive, Murrumbateman**

Firstly, if it were not for Facebook, we would have had no idea that this submission had been logged. No letter has been received to our address and you have no notices up anywhere advising the community of the development.

It is unfortunate that there will be no public meetings regarding this especially given that it is such a large development proposal. We understand Covid-19 has created difficulty with this but with restrictions now relaxed we feel that the closing date should be extended to allow this to happen.

We have read the application we feel we must raise the following points in our submission against the development.

- McIntosh Circuit is already suffering from the level of traffic which increased with the development of the Merryville Estate. There is little to no camber in the road resulting in considerable surface water during and after rainfall with no drainage provision causing pot holes which are “patched up” on a regular basis.
- With the Meadows subdivision due to commence at South Street & West Street the levels of traffic on the road will be further increased as most will bypass South Street in favour of joining the Barton Highway from McIntosh due to speed reductions at South Street. The intersection of McIntosh and Barton Highway is already a hot spot for accidents – increasing the traffic using this will only heighten the danger.
- No paths after George Street on Mackintosh circuit, already difficult to walk along but it will become more dangerous with increased traffic. We already have children waiting for buses on grass verges. Cars do not adhere to the speed limit and we will now have heavy trucks driving along here for at least the next 3 years to support the building of the development.
- The traffic report claims that 50% of new residents will travel towards Yass although they use the proximity to Canberra as evidence of the needs for subdivision. We dispute the 50% travelling each way and believe that the majority will travel towards Canberra which will create strain on the already suffering roads.

Also a concern is that more families would increase school bus requirements as there are no schools in Murrumbateman which in turn increases the toll on the roads with larger heavier vehicles frequenting the routes numerous times each day taking students to Yass and Canberra.

According to the DA each of 106 residential blocks will have to have a large water tank and there is provision in the application for these to be supplemented by bore water. This may cause a considerable growth in the bore water usage. We were not convinced by the report that this will be sustainable and are also extremely concerned that the removal of 6 dams will adversely affect local wildlife who use these. Turtles, frogs and ducks all rely on these dams, as do other animals.

106 blocks with 6 bedroom houses (an example regularly used by the developer) will create considerable effluence which will have to be treated using chemical septic systems which will leach in to the water table ultimately affecting that bore water they are to rely on. We cannot see that this is sustainable not appropriate for the longevity of the area.

Additionally we are already seeing lack of rain resulting in our water tanks not being filled and having to rely on tankers to bring our water in, an additional 106 development will impact the demand on water and increase in traffic.

Whilst we can see now evidence of street lighting on the plan, we assume there would be some required, based on the Fairleigh Development. This would create lighting pollution detrimental to wildlife causing disorientation and unbalance. The Bogong Moth is already in decline so adding more lighting pollution to their migration route could be disastrous not only to the moth but the Mountain Pygmy Possum which relies on the moth for food. We are blessed with a number of owls in the area and fear that their habitats will be severely affected.

Another major concern is the lack of infrastructure in Murrumbateman itself. Residents currently must travel to Yass or Canberra to do major grocery shopping as weekly shopping at local IGA is not sustainable given that it is a small shop with limited stock, this will increase journeys again creating strain on roads. The application states that there is a bakery, which is true although somewhat deceiving as they do not bake bread on premises and rely on delivery to supply – more traffic if more frequent deliveries are required. There is no schooling available so all students have to travel – safety and roads concerns.

There is one playground in Murrumbateman, more activities need to be considered and open spaces for bike riding and dog walking.

We do not believe we are alone in our concerns for the environmental detriment that this subdivision will create, and we would be happy to talk to any representative you deem appropriate.

Yours sincerely

████████████████████

**SUBMISSION #4**

[REDACTED]  
[REDACTED]  
Murrumbateman, NSW 2582

Yass Valley Council  
Planning Department  
209 Comur Street  
Yass  
NSW 2582

3<sup>rd</sup> June 2020

Dear Sirs

**Submission in Relation to DA 200049 – Isabel Drive, Murrumbateman**

We received your letter notifying of the Development Application by Elton Consulting for the subdivision of land to create 108 individual titles. It is unfortunate that there will be no public meetings regarding this especially given that it is such a large development proposal. We understand Covid-19 has created difficulty with this but with restrictions now relaxed we feel that the closing date could be extended to allow this to happen. Maybe restricted meeting with first 50 to arrive permitted entry.

However, in the meantime and having read the application we feel we must raise the following points in our submission against the development.

McIntosh Circuit is already suffering from the level of traffic which increased with the development of the Merryville Estate. There is little to no camber in the road resulting in considerable surface water during and after rainfall with no drainage provision causing pot holes which are “patched up” on a regular basis. With the Meadows subdivision due to commence at South Street & West Street the levels of traffic on the road will be further increased as most will bypass South Street in favour of joining the Barton Highway from McIntosh due to speed reductions at South Street. The intersection of McIntosh and Barton Highway is already a hot spot for accidents – increasing the traffic using this will only heighten the danger.

The traffic report claims that 50% of new residents will travel towards Yass although they use the close proximity to Canberra as evidence of the needs for subdivision. We dispute the 50% travelling each way and believe that the majority will travel towards Canberra which will create strain on the already suffering roads. If the subdivision is approved we would expect the developer should, at the very least, be requested to provide suitable drainage and kerbs to protect the roads of Isabel Drive and McIntosh Circuit similar to those installed on Hercules Street.

We are also concerned about the positioning the intersection of the new road and McIntosh Circuit as it is very close to the incline and bend in the road which will obscure vision and heighten safety concerns for those using the junction. It will cross the only pedestrian walkway along the road which may bring danger for school aged children crossing to catch school buses. The intersection at Isabel Drive is also very close to a curvature in the road and again vision may be impaired.

Also a concern is that more families would increase school bus requirements as there are no schools in Murrumbateman which in turn increases the toll on the roads with larger heavier vehicles frequenting the routes numerous times each day taking students to Yass and Canberra.

According to the DA each of 106 residential blocks will have to have a large water tank and there is provision in the application for these to be supplemented by bore water. This may cause a considerable growth in the bore water usage. We were not convinced by the report that this will be sustainable and are also extremely concerned that the removal of 6 dams will adversely affect local wildlife who use these. Turtles, frogs and ducks all rely on these dams, as do other animals.

106 blocks with 6 bedroom houses (an example regularly used by the developer) will create considerable effluence which will have to be treated using chemical septic systems which will leach in to the water table ultimately affecting that bore water they are to rely on. We cannot see that this is sustainable not appropriate for the longevity of the area.

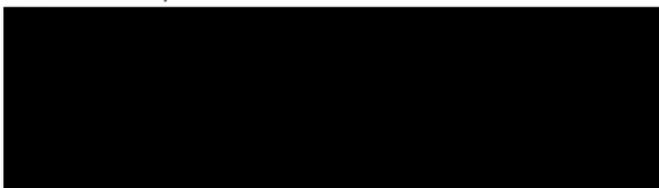
There is an endangered White Box Yellow Box Blakeley's Red Gum Woodland to be removed as part of this sub division. How is this to be mitigated? Planting eucalyptus along new road is not going to replace the endangered species they are proposing to remove. Furthermore eucalyptus along road may be considered somewhat dangerous due to their propensity for shedding branches in the wind.

Whilst we can see now evidence of street lighting on the plan we assume there would be some required, based on the Fairleigh Development. This would create lighting pollution detrimental to wildlife causing disorientation and unbalance. The Bogong Moth is already in decline so adding more lighting pollution to their migration route could be disastrous not only to the moth but the Mountain Pygmy Possum which relies on the moth for food. We are blessed with a number of owls in the area and fear that their habitats will be severely affected.

Another major concern is the lack of infrastructure in Murrumbateman itself. Residents currently have to travel to Yass or Canberra to do major grocery shopping as weekly shopping at local IGA is not sustainable given that it is a small shop with limited stock, this could increase journeys again creating strain on roads. The application states that there is a bakery, which is true although somewhat deceiving as they do not bake bread on premises and rely on delivery to supply – more traffic if more frequent deliveries are required. There is no schooling available so all students have to travel – safety and roads concerns.

We do not believe we are alone in our concerns for the environmental detriment that this subdivision will create and we would be happy to talk to any representative you deem appropriate.

Yours sincerely

A large black rectangular redaction box covering the signature area.

## SUBMISSION #5

**Jeremy Knox**

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**From:** [REDACTED]  
**Sent:** Wednesday, 3 June 2020 8:48 PM  
**To:** YVC Customer Service Team  
**Subject:** Submission re DA200049

Hello

My name is [REDACTED] and as my property at [REDACTED] will be severely impacted by the new subdivision DA200049 by Elton Consulting I would like to raise a few concerns.

Firstly, the majority of properties surrounding this development are 5 acres with a few slightly smaller like in the Carrington Estate. My concern is that the proposal is wanting to put 1 1/2 acre blocks in the middle of an acreage part of our town. An area that contains many hobby farms that have horses, kids on motorbikes etc. To place oversized house blocks in a hobby farm zone is just asking for a multitude of complaints by those who want peace and quiet in a rural area.

Secondly, it is out of character with the flow of the Land sizes. My block is an exception being a much bigger parcel of land and around 15 acres but the merryville estate blocks are acreage blocks that then flow to slightly smaller acreage blocks in the Carrington estate. Logic would suggest that the new subdivision stay within this flow and have 3 to 5 acre blocks in its entirety. Personally I think nothing smaller than 4 acres to keep with the norm in this area of Murrumbateman. The smaller blocks should be on the Mclungs land, keeping with the flow and gradually getting smaller as they reach the village and future school zone etc.

Thirdly, I understand that the Fairley development was not allowed to go ahead unless it incorporated horse trails etc. Fairly is a residential area with no acreage yet farm based recreation was considered. I can not see any horse trails or other such access in this development yet it is surrounded with properties that house horses and other such farm animals. If council wants the community to accept such a development you need to be working with the existing, surrounding land holders.

Fourthly, there is no recreational facilities. To bring this many new families into the village you need to provide areas for the children to play and ride their bikes and scooters safely. To expect such growth you need to provide the facilities to entertain these children or they are going to end up running wild (one of my own son's is a prime example of this which breaks my heart. Because there were no areas for him to release his energy, ride his scooter or bike and socialize in a kid friendly area at 12 years old he was doing other, illegal things to find enjoyment. Unfortunately mum isn't able to drive him to Yass or Belconnen every time he wants to go to the skate park.)

Don't get me wrong, I'm all for expanding the area but it needs to stay within the flow and feel of the area, of the immediate surrounding existing area. Murrumbateman is a rural town that wants to stay rural, not become the next suburb of Canberra.

I stand to gain 3 new neighbours on my boundary fence with the current proposal which concerns me greatly as I have horses and train them on my property, I have kids that ride motorbikes and scream and be kids, farm kids. The last thing I want (and I'm sure the rest of my neighbours want) is to have to tip toe around because a new residential area with snooty city people are getting upset at us living a rural life on our rural block.

Regards

[REDACTED]  
[REDACTED]  
[REDACTED]

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## SUBMISSION #6

**Jeremy Knox**

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**From:** Yass Valley Council <no-reply@wufoo.com>  
**Sent:** Friday, 5 June 2020 1:59 PM  
**To:** YVC Customer Service Team  
**Subject:** Public Consultation online submission [#168]

**Name \*** [REDACTED]

**Address \***   
[REDACTED]  
Murrumbateman, NSW 2582  
Australia

**Email \*** [REDACTED]

**Phone Number \*** [REDACTED]

**What item are you making a submission on? \*** DA200049 – Isabel Drive, Murrumbateman

**Submission \***

Dear Yass Valley Council,

I am writing to notify if my objection to the Isabel Drive development proposal (DA200049).

My main concerns are as follows:

- \* Environmental impacts to the green space where many native animals seek retreat, including birds, Kangaroos and frilled neck lizards.
- \* Traffic impact – as a resident that lives 2 properties in from the McIntosh Circuit bend, I feel the road is not safe for such an increase in traffic flow. There would also be an increase in noise from increased traffic flow breaking as they navigate the corner, which would affect my property directly. Additionally, McIntosh Circuit has been historically poorly maintained, with potholes a frequent problem. The increase in traffic flow would contribute to the wear and tear of the road.
- \* Light pollution – currently there is minimal street lighting, with only one street light at the McIntosh Circuit / Merryville drive roundabout. This allows residents to enjoy the night sky and contributes to the peaceful, country

atmosphere.

\* Country atmosphere – many of the residents moved to Murrumbateman to be part of the country and to enjoy the peace and quiet of the area. Murrumbateman risks becoming just an outer suburb of Canberra to the benefit of lining the pockets of developers!

\* There is also a lack of infrastructure to service the proposed increase in population, namely unsuitable roads (i.e. the Barton Highway which remains unduplicated and can not safely cater for such an increase) schools, and hospital services.

Thank you for your time in reading my letter of objection.

Kind regards,

\_\_\_\_\_

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## SUBMISSION #7

**Jeremy Knox**

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**From:** Yass Valley Council <no-reply@wufoo.com>  
**Sent:** Thursday, 4 June 2020 4:07 PM  
**To:** YVC Customer Service Team  
**Subject:** Public Consultation online submission [#151]

**Name \*** [REDACTED]

**Address \***   
[REDACTED]  
Murrumbateman, NSW 2582  
Australia

**Email \*** [REDACTED]

**Phone Number \*** [REDACTED]

**What item are you making a submission on? \*** DA number DA200049

**Submission \***

The 108 proposed lots in the subdivision are not supported by any improvements or additions to the surrounding infrastructure. There will be no paths off the road and this is dangerous. There will be a lot of families who will be moving into the area who will all need to go to school on a bus. There is no local school. They will need to walk to the bus stops and having no walking/ cycle paths is concerning. Also with the increased traffic that will be using McIntosh Circuit to enter the estate, there is a danger for the existing children who walk along McIntosh circuit to catch a bus. Pathways don't go the whole way along McIntosh Circuit and with the 2 road entries being along McIntosh circuit, this increase traffic with children walking along to the bus stops should be considered. There need to be pathways to support increased traffic.

Improvements to McIntosh Circuit must be done as part of this development. The road can hardly support the amount of traffic at the moment. Any rain erodes the road and with the increase in traffic during the development and also the building of the houses will damage the road more. This increased traffic during the development with large trucks coming in and out of the roads off McIntosh circuit is will not only increase the damage to the road but is definitely going to be a danger to children walking along McIntosh Circuit without off-road walkways.

There is also no information on recreation facilities within the development application. The 2 lots don't have an infrastructure noted and listed as public open space. We need park facilities to support the increase in people. With the amount of new development happening in Murrumbateman we have a lack of recreation facilities and this development continues to put more people here but not facilities. There is no improvements to facilities in Murrumbateman to support the increase in people within the Murrumbateman area. We are just putting more and more houses but not providing local infrastructure and services to support the people moving here.

This development does nothing to improve the Murrumbateman township and region but only to support the developer in selling blocks of land. There needs to be a more holistic approach in allowing large scale land releases that not only support the developer but also improve the region. The lack of pathways, park facilities and no improvement to McIntosh Circuit demonstrates this

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## SUBMISSION #8

**Jeremy Knox**

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**From:** Yass Valley Council <no-reply@wufoo.com>  
**Sent:** Monday, 18 May 2020 7:01 PM  
**To:** YVC Customer Service Team  
**Subject:** Public Consultation online submission [#137]

**Name \***

[REDACTED]

**Address \***



[REDACTED]

Murrumbateman, Nsw 2582  
Australia

**Email \***

[REDACTED]

**Phone Number \***

[REDACTED]

**What item are you making a submission on? \*** DA200049

**Submission \***

Objection to the proposed development near Shaw's.  
The proposed development along with all of the other developments are destroying the country living lifestyle that Murrumbateman is meant to be. This development will create more noise and light pollution with little gain to the community.  
Aside from this the services we have such as internet and power are already sub par without another 100+ houses.

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## SUBMISSION #9

**Jeremy Knox**

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**From:** Yass Valley Council <no-reply@wufoo.com>  
**Sent:** Thursday, 4 June 2020 9:33 PM  
**To:** YVC Customer Service Team  
**Subject:** Public Consultation online submission [#157]

**Name \*** [REDACTED]

**Address \***   
[REDACTED]  
Murrumbateman, NSW 2582  
Australia

**Email \*** [REDACTED]

**Phone Number \*** [REDACTED]

**What item are you making a submission on? \*** DA200049

**Submission \***

Murrumbateman has already grown too quickly, without appropriate infrastructure to accomodate the growth. Our roads are lacking, our essential services such as electricity and telephone have not kept up with the growth. Both Essential Energy and Tetstra staff have advised that Murrumbateman has outgrown its infrastructure with very long term plans in place by these providers for that infrastructure to catch up. But how can the infrastructure ever catch up if we go ahead and develop another very large subdivision? 108 lots is an additional 108+ cars on the highway, an additional 108 families needing power and telephony services from an already stretched system. Let's not look at any further development until we have adequate infrastructure for existing residents.

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**SUBMISSION #10**

**Jeremy Knox**

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**From:** Yass Valley Council <no-reply@wufoo.com>  
**Sent:** Thursday, 4 June 2020 7:24 PM  
**To:** YVC Customer Service Team  
**Subject:** Public Consultation online submission [#153]

**Name \*** [REDACTED]

**Address \*** [REDACTED]  
Murrumbateman , NSW 2582  
Australia

**Email \*** [REDACTED]

**Phone Number \*** [REDACTED]

**What item are you making a submission on? \*** DA200049

**Submission \***

Good afternoon,

With reference to the above development application I would like to draw your attention to the following concerns regarding the development and items addressed in the Statement of Environmental Effects.

Noted that Elton Consulting were engaged to investigate and develop the strategic direction for growth of the Yass Valley Government Area and are now submitting this development application on behalf of Next Level Eighteen. Is there a conflict of interest here and has due diligence and disclosure been undertaken?

1. Traffic and access 3..2

McIntosh Circuit is in a constant state of disrepair. Potholes are a regular occurrence and recently an area was resurfaced and within two days potholes had appeared again. There is no pathway from Merryville Park along to Murrumbateman Winery which I understand is being addressed in future planning for the wine trail. A path extension is also needed from McIntosh/Merryville Drive to the village. There are no bus stops/shelters for students

waiting for buses heading towards Canberra and the buses have to pull over on the side of the road causing a traffic hazard. Visibility is poor for cars turning on to McIntosh. I witnessed a recent accident in the evening where the sun was low in the sky, a car had to edge out of Armstrong Street to see traffic on McIntosh and due to the light and low sun, pulled right out in front of a car. The road is not built for extra traffic and needs considerable upgrading to cope with construction traffic, trucks, cement mixers, tradespeople and eventually the influx of residents.

Isabel Drive has a blind spot. Cars exiting Shaw Winery cannot see cars coming up the hill due to the blind spot in the road. An access road to housing from/to Isabel Drive requires the blind spot to be addressed.

The Barton Highway needs upgrading. Residents have been requesting for years for this to be done. How many accidents or deaths must happen before this is addressed?

#### 2. Stormwater 3.3.2

During the development of the blocks and the infill of current dams, how will stormwater runoff/flooding be addressed so that land that is being cleared does not affect residents in Carrington Park? Noting that Yass Valley Council has not yet produced a publicly available flood study for Murrumbateman.

#### 3. Electricity 3.3.3

In the five years that our family has resided in Murrumbateman, we have experienced numerous power cuts. It is stated in the Statement of Environmental Effects 'that existing electricity network has capacity to supply an additional 106 dwellings'.

This needs to be addressed. Our concerns are that the electricity network would need a substantial upgrade to supply an additional 106 dwellings. It is our view that the electricity network CANNOT support an additional 106 dwellings due to the number of power cuts already experienced. A recommendation that houses install a solar system is suggested to be included in the development so as not to overload the electricity network.

#### 4. Telecommunications

It is unfortunate that it is 'assumed' that the NBN has capacity to supply an additional 106 dwellings. When it rains in the area the NBN stalls or drops out. The NBN does not have the capacity to cope now, let alone when there are a further 106 dwellings. This needs to be addressed and improved.

#### 5. 3.5 Demolition

The six existing dams will be removed. Will potential houses be allocated an allowance from an existing dam? Or will there be no allowance for them? Noting that Merryville Estate residents already have an allowance from dams with a restriction due to the drought. How will future developments impact this allowance? Will rates be affected?

6. 4.8.4 Traffic

It cannot be assumed the traffic impact 'is not significant with approximately 85 peak hour trips'. The road network does not have sufficient spare capacity to accommodate additional traffic. Isabel Drive needs upgrading to accommodate this, McIntosh Circuit needs upgrading to accommodate this as does the Barton Highway. It cannot be assumed that 50% of the traffic will travel to Yass, nor can it be assumed that the remaining 50% will travel to destinations inside Murrumbateman or Canberra. Due to Canberra being highly populated by public servants it is incorrect to 'assume' as many purchasers will be public servants who will travel back in to Canberra on a daily basis.

It is correct to say that traffic travelling to the west will use Isabel Drive to access Dog Trap Road. However, you cannot get on to Dog Trap Road from Murrumbateman without travelling on Isabel Drive or Merryville Drive.

We recommend that the current climate change should address the construction of properties to avoid black roofs and black driveways and be environmentally friendly.

Finally, the existing system for parcels delivered by Australia Post will need addressing. Parcels are not delivered to the actual address listed but are delivered to the chemist in the village. Difficult for the recipient and difficult for the chemist. A further 106 properties expecting parcels to be accepted on their behalf by the chemist will certainly require the extra space for that business.

Thank you for addressing these concerns. We look forward to hearing from you.

██████████

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## SUBMISSION #11

**Jeremy Knox**

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**From:** [REDACTED]  
**Sent:** Friday, 5 June 2020 4:31 PM  
**To:** YVC Customer Service Team  
**Subject:** Development Application DA200049 - Isabel Drive, Murrumbateman

5 June 2020

Dear Yass Valley Council Members

DEVELOPMENT APPLICATION DA200049 - Isabel Drive, Murrumbateman

We would like to put forward this submission in response to this development application for the proposed subdivision along Isabel Drive, Murrumbateman.

Our boundary backs onto stage 3 of this proposed development. We have concerns regarding the safeguarding of the trees and vegetation along our boundary line which provides a wildlife corridor that attracts many of the local bird life and fauna. The removal of these trees would have a significant impact on the well being of these creatures, including the Superb Parrots using this area as a stop over in their migration. Within this proposed development area reside kangaroos, echidnas, turtles - all of which will be impacted.

Whilst these are not old trees and were put in to provide either shelter or as part of the carbon credit scheme, they have formed a significant part of the local ecology of our area. These trees would also provide a buffer between Merryville Estate and the new development from noise and vehicle headlights.

We also have concerns that the new development does not provide common areas for the new residents. This would potentially impact upon the Merryville Estate Neighbourhood common areas which are levied to the current lot holders. Development of this scale should make some provision of shared spaces and not place further burden upon the current (5) common areas within Merryville Estate.

Given the substantial number of proposed new lots within this development, traffic numbers would increase significantly. To begin with the building of this estate would require heavy vehicles causing damage to Macintosh Circuit, Isabel Drive and potentially Merryville Drive.

The current report of the proposal indicates a 50/50 split of users heading between Murrumbateman to Yass, and Murrumbateman to ACT. Whereas, the majority is heading into the ACT. This then increases safety concerns, particularly at T-intersections in and out of properties and intersecting Barton Highway.

Given this information please consider the consequences to wildlife, birdlife and residents of Merryville Estate and Murrumbateman as a whole.

Regards,

[REDACTED]

[REDACTED]

Murrumbateman

[REDACTED]

[REDACTED]

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## SUBMISSION #12

**Jeremy Knox**

---

**From:** Yass Valley Council <no-reply@wufoo.com>  
**Sent:** Thursday, 4 June 2020 8:57 PM  
**To:** YVC Customer Service Team  
**Subject:** Public Consultation online submission [#156]

**Name \*** [REDACTED]

**Address \*** [REDACTED]  
Murrumbateman, State/Territory 2582  
Australia

**Email \*** [REDACTED]

**Phone Number \*** [REDACTED]

**What item are you making a submission on? \*** DA200049

**Submission \***

As a landowner in an existing adjacent estate I am supportive of the proposed DA. However I do have concerns for consideration by Council when undertaking the assessment of this application.

My concern is around the lack of clarity in regarding accessibility for pedestrians as well as use / amenities within the common areas provided within lots 172 and 208. I would like to see the council consider that these communal spaces have some playground equipment in fitting with the councils 2017 Playground strategy document.

The application document "Statement of Environmental Effects" states that there will be provision for a footpath but the actual construction will not be provided as a part of this development. I would like to think that this would be included and mandated as a part of the conditions of approval of this application.

The Construction plan was not provided as a part of this application but I would like to request that no construction or heavy vehicle be allowed to travel through the existing adjacent Carington Estate. The existing road infrastructure is not sufficient to cope with large volumes of heavy traffic. In particular the intersection of Governor

Drive and Colonial drive. I do not believe this intersection is built sufficiently to cater for normal traffic let alone heavy vehicle and the like.

The narrow section of lot 208 which runs east west in between Governor drive and Marques place is omitted from some of the provided documents within this application and it unclear to me what the planned or future use will be for this space. I would like to see this space remain as it is currently. This space has many existing lots which adjoin and I would object to any change other than from its current state or use.

I also have concerns around storm water as it sit on the down slope of many of these proposed lots. The reports are suggesting that a 90,000ltr tank is a strategy to mitigate any storm water run off. However in heavy and long periods the tanks become full and I believe this requires further investigation and consideration. This is not withstanding that the majority of the water use in most households is then transferred to onsite sewerage treatment which is returned as groundwater.

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## SUBMISSION #13

**Jeremy Knox**

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**From:** [REDACTED]  
**Sent:** Thursday, 4 June 2020 10:17 PM  
**To:** YVC Customer Service Team  
**Cc:** [REDACTED]  
**Subject:** Submission DA200049 - Isabel Drive, Murrumbateman

**DA200049 - Isabel Drive, Murrumbateman**

**Submission:** [REDACTED]

**Phone number:** [REDACTED]

**Email address:** [REDACTED]

**Property Description:** Lot 1 DP 1257138, Isabel Drive, Murrumbateman

On the whole, [REDACTED] and I are not opposed to well-designed community development. However, there are a number of planning concerns that were not adequately addressed or dismissed in the Elton Consulting applicant's information pack.

**1. Direct impacts of development on adjoining property owner**

- 1.1 As owners to the adjoining development we **strongly object to the development of lot 207 and 208**. We believe this land should be preserved for the community and wildlife.
- 1.2 The lower end of the proposed site on 207 and 208 is water-logged due to the existing dam, water table and the topography of the land. Taking this into account there is not an appropriate building envelop on 207 and 208 for development.
- 1.3 The asset protection zone in the **due diligence for bush fire report** highlights that the building envelop at the elevated end of lot 207 must be 16m from the vegetated area and therefore lot 207 and 208 is not suitable for development.
- 1.4 This development will most likely **place our effluent system within 250m of the proposed bore**. We do not believe we have a special effluent management system.
- 1.5 Our property was specifically purchased due to the proximity of McClungs Creek. We would not have envisaged that development would be possible on a flood plain. We believe development on 207 or 208 would de-value our property due to loss of aspect.
- 1.6 The proposed building site on 207 is not in keeping with the existing street.
- 1.7 Will the existing diesel pump that resides on lot 205 be replaced? The current pump exceeds acceptable dB noise levels when running; which is 6 days a week in the warmer months.

**2. Community concerns and our concerns**

- 2.1 There has been great community concern over the proposed development. A new Facebook page 'Friends of Murrumbateman' was established to discuss the

development. Over 120 Murrumbateman residents joined the group within 3 days of commencement.

- 2.2 This development will increase Murrumbateman population estimates by 10% based on ABS ERP. **This is not insignificant**, and therefore regional infrastructure considerations across health, education, communication, emergency services, roads, and transport must be considered and negotiated as part of the community planning process. While administration of some of these responsibilities do not sit with local government; planning development without consideration of the downstream impacts with state authorities and service providers could be negligent. The Elton consulting report does not adequately address these issues. Concerns includes:

#### **Community green space and places to come together**

- 2.3 This development provides a great opportunity for playgrounds, walkways, bicycle paths and green space for the estate and broader community. However, marginal residential land has been nominated for development over community. It is recommended that **lots 180, 207, 208 and 204 at a minimum be set aside for a green corridor** and consideration given for the best siting for a community playground.

#### **Sustainable water supply**

- 2.4 The Elton consulting report does not adequately address water sustainability issues for the community. There already are existing issues with current bores, the water table and the number of existing bores for the region supply.
- 2.5 There is NO inclusion of a community dam for the subdivision to store water run off in a dam of suitable size to use as articulated water to all blocks as provisioned in Merryville Estate. This is recommended.
- 2.6 The water tanks supplied with the block should be a minimum of 160kL to address rainfall extremes and bush fire readiness.

#### **Salinity**

- 2.7 The report notes the narrow northern portion of the site, projecting north towards Merryville Drive and along McClungs Creek, as being mapped for dryland salinity. Areas affected by dryland salinity are considered unsuitable for dwelling construction. No dwelling is proposed for the associated lot contained within the dryland salinity areas. However ongoing impacts on water usage will ultimately increase salinity and this has not been taken account into the reports.

#### **Environmental impacts**

- 2.8 The development proposal does not provide adequate green space for current wildlife. The Elton consulting report does not address the full ramifications to existing wildlife. There is a mob of kangaroos that reside in this corridor. It is recommended that **lots 180, 207, 208 and 204 at a minimum be set aside for a green corridor.**

#### **Traffic management and roads**

- 2.9 Concerns are raised in regard to traffic management, especially for fire safety. Do the roads provide sufficient safety in unprecedented fire situations that are increasing each year?
- 2.10 Traffic management plan states 50% of people will be travelling north to Yass. The current stats would surely dispute these statistics.
- 2.11 With the increase in traffic, we proposed full and proper upgrades to McIntosh and Isabel drive. The roads should be widened with 60 km speed limit.
- 2.12 All roads around Merryville and the new estate should have dedicated cycle and pedestrian paths.
- 2.13 There needs to be more educational signs about horses with increased suburbia on roads.
- 2.14 It is recommended that lots 180, 207, 208 and 204 at a minimum be set aside for a green corridor with areas for horses.

#### **Transport**

- 2.15 There are substantial concerns in relation to over-crowding of school buses. Children should not be standing up on routes to Canberra or Yass travelling at 100k/p/h. This development will increase numbers of students and the council should advocate on behalf of the community in this regard.

#### **Telecommunications, power supply and streetlights**

- 2.16 The Elton consulting report does not adequately address telecommunications upgrade requirements or limits in the design of the network. There are currently many issues with overloading the switchboard at the node, water seeping into the copper lines and the length of copper from the node. The council should advocate on behalf of the community in this regard.
- 2.17 How will power supply continuity be managed with increasing number of houses and increasing solar. Is the council engaged with current **loading studies** occurring to manage risk of overload on transformers and risk of fires with increasing solar systems?
- 2.18 The development should not include streetlights. Part of the attraction of this area is the minimal light pollution.

We would like to see more community engagement and consultation before approval in any form is given to this development.

Happy to discuss further,

████████████████████

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## SUBMISSION #14

**Jeremy Knox**

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**From:** Yass Valley Council <no-reply@wufoo.com>  
**Sent:** Friday, 5 June 2020 11:16 AM  
**To:** YVC Customer Service Team  
**Subject:** Public Consultation online submission [#163]

<b>Name *</b>	[REDACTED]
<b>Address *</b>	 [REDACTED] MURRUMBATEMAN, NSW 2582 Australia
<b>Email *</b>	[REDACTED]
<b>Phone Number *</b>	[REDACTED]
<b>What item are you making a submission on? *</b>	DA20000049

**Submission \*** I would like to raise my concerns about this development.

I am primarily concerned about the increased traffic on Isabel Drive, McIntosh Circuit and Merryville drive. All roads we use daily for walking and bike riding. There is limited pathways or none in Merryville estate, you have to ride or walk on the road to access Isabel and McIntosh.

Also, we have inadequate facilities in Murrumbateman – lack of parks, public toilets, shops, designated rec areas like bike parks. Also no school to accommodate the growing area.

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## SUBMISSION #15

**Jeremy Knox**

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**From:** Yass Valley Council <no-reply@wufoo.com>  
**Sent:** Monday, 18 May 2020 7:05 PM  
**To:** YVC Customer Service Team  
**Subject:** Public Consultation online submission [#138]

**Name \*** [REDACTED]

**Address \***   
[REDACTED]  
Murrumbateman, NSW 2582  
Australia

**Email \*** [REDACTED]

**Phone Number \*** [REDACTED]

**What item are you making a submission on? \*** DA200049

**Submission \***

Though I'm not opposed to future development in Murrumbateman, the town simply doesn't have the facilities to support this kind of development at present.

Until infrastructure like much more frequent public transport, upgrades to the Barton Highway, a school, supermarkets, and other facilities are built, Murrumbateman cannot support an additional 100+ houses.

In particular, not having a local school means Murrumbateman lacks a cohesive sense of community. It is extremely onerous for young children to make 3 hour round trips to Canberra for school, and appalling that while many other much smaller local towns (e.g. Gundaroo, Sutton – each with roughly a third of Murrumbateman's current population) have schools. Canberra's education department has restricted access to public schools in ACT, yet Yass Council has failed to act and build a local school for Murrumbateman residents. Further expansion to the town without a school is absolutely unworkable and unreasonable.

Murrumbateman also lacks basic facilities like a supermarket, bakery, proper public recreation ground, sporting

ground or oval etc.

Unless and until Yass Council moves forward and sets a date with building a local school for Murrumbateman and providing more public transport (e.g. buses on the weekend to Murrumbateman and Yass – a basic requirement for access to health facilities), I am very much opposed to the current development proposal.

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## SUBMISSION #16

**Jeremy Knox**

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**From:** Yass Valley Council <no-reply@wufoo.com>  
**Sent:** Friday, 5 June 2020 7:52 AM  
**To:** YVC Customer Service Team  
**Subject:** Public Consultation online submission [#160]

<b>Name *</b>	[REDACTED]
<b>Address *</b>	 [REDACTED] Murrumbateman Murrumbateman , Nsw 2582 Australia
<b>Email *</b>	[REDACTED]
<b>Phone Number *</b>	[REDACTED]
<b>What item are you making a submission on? *</b>	DA200049
<b>Submission *</b>	DA200049 Against more housing in Murrumbateman Reasons Infrastructure isn't capable of dealing with more people and services.

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## SUBMISSION #17

**Jeremy Knox**

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**From:** Yass Valley Council <no-reply@wufoo.com>  
**Sent:** Friday, 5 June 2020 12:21 PM  
**To:** YVC Customer Service Team  
**Subject:** Public Consultation online submission [#164]

**Name \***

[REDACTED]

**Address \***



[REDACTED]

Macgregor, ACT 2615  
Australia

**Email \***

[REDACTED]

**Phone**

[REDACTED]

**Number \***

**What item** DA200049 – Isabel Drive, Murrumbateman

**are you  
making a  
submission  
on? \***

**Submission \***

We own [REDACTED], Murrumbateman. When we bought the block of land, we were told by the real-estate agent that there would be no further development around us, and that influenced our decision to buy that particular block. We are leaving Canberra to get away from suburbia, and are disappointed that this new development will impinge on our privacy, and ruin our beautiful view. I realise that it is probably futile to argue that the development shouldn't go ahead. However I would like to suggest that an avenue of trees (perhaps 3 to 4 metres wide) be planted along the boundary between lots 48 to 63. Something similar has been done along the rear fence-line of lots 41 to 47 and 56 to 61 Marquess Place. This would provide privacy and enhance the view. It would also provide some separation between Carrington Park and the new development.

I would also question the aesthetic appeal of the very small block (lot 172) positioned next to lot 65. The size and style of it is not in keeping with the rest of the street, and I feel that it will be very disappointing to the owners of lot 65. This would be better left as parkland.

Your consideration of this submission is appreciated.

Kind regards,

████████████████████

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## SUBMISSION #18

**Jeremy Knox**

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**From:** Yass Valley Council <no-reply@wufoo.com>  
**Sent:** Friday, 5 June 2020 2:51 PM  
**To:** YVC Customer Service Team  
**Subject:** Public Consultation online submission [#169]

**Name \*** [REDACTED]

**Address \***   
[REDACTED]  
Giralang, ACT 2617  
Australia

**Email \*** [REDACTED]

**Phone Number \*** [REDACTED]

**What item are you making a submission on? \*** DA200049 – Isabel Drive, Murrumbateman

**Submission \***

We hope to be moving from Canberra to live with our daughter at [REDACTED] Murrumbateman. Our understanding when the block was purchased was that there would be no further development around us. It is a shame that we will be surrounded by so many new houses -- we very much enjoy the view over the paddocks. Our daughter feels, and we agree, that a corridor of trees could be planted along the boundary between Lots 48 to 63, as has been done along the rear fence-line of Lots 41-47 and 56-61 Marquess Place. It would give privacy and separation between Carrington Park and the new development.

I feel sorry for the residents at lot 65 Marquess Place. That very small block (lot 172) seems quite out of place there.

Thank you for the opportunity to have our say.

[REDACTED]

## SUBMISSION #19

**Jeremy Knox**

---

**From:** Yass Valley Council <no-reply@wufoo.com>  
**Sent:** Friday, 5 June 2020 6:45 AM  
**To:** YVC Customer Service Team  
**Subject:** Public Consultation online submission [#159]

**Name \*** [REDACTED]

**Address \***   
[REDACTED]  
Murrumbateman, NSW 2582  
Australia

**Email \*** [REDACTED]

**Phone Number \*** [REDACTED]

**What item are you making a submission on? \*** DA200049 – Isabel Drive, Murrumbateman

**Submission \***  
DA200049 – Isabel Drive, Murrumbateman

The scale and scope of this development application is significant in its impact on Murrumbateman township and existing residents.

Council would be neglecting its duty if it approves such an application without meaningful community consultation and significant assessment of impacts.

The issues and considerations outlined by the applicant are broad, lack substance (such as current studies) and are dismissive of major concerns expressed by the community in the past (such as roads, infrastructure as well as detailed water and waste management concerns).

When was an independent traffic count assessment on McIntosh circuit (as the main feeder road on to the Barton highway) last undertaken? The applicant's predictions of increased traffic burden and flow are illogical and not

supported by the observations and concerns of local residents. For example the suggestion that 50% of traffic will diverge to Yass and 50% to Canberra is not based on an assessment of current traffic flow. Likewise the suggestion that local traffic would access the Barton Highway 50:50 via McIntosh and South St is simply an assumption of numbers – it is not backed up by traffic count data, and locals know it is not a realistic scenario.

The Covid-19 environment may have prohibited adequate public community consultation – but it is essential Council not allow these distractions to be misinterpreted as reason to support such a large development application. Council has a responsibility to stop and properly assess the true impacts of this proposal. Evidence submitted by the applicant has an inherent bias.

Council needs to extend community consultation efforts relating to this development application and undertake sufficient independent and current research to best represent the needs and interests of the community.

Yass Council committed to The Tablelands Regional Community Strategic Plan 2016 – 2036 (CSP). Approving this development application at this time does not align with the commitments Yass Council made as a partner of the CSP.

Yass Council needs to uphold the values and intentions committed to in the CSP.

The content of the CSP highlights extensive community consultation each participating Council, including Yass, sought from their residents. Yass Council needs to value the feedback the community gave through the CSP process.

Page 2 of the CSP lists the specific aims of the plan – the first of which is to “Inform Council’s priority and decision making”.

The plan also highlights the 5 strategic pillars:

- Community
- Environment
- Economy
- Infrastructure
- Civic Leadership

The detail in each of these areas clearly highlights Councils need to gain more information before approving such a development. The proposed development poses significant impact on the first four pillars – more research and robust information is needed in these areas. Our community relies on the fifth pillar (Civic Leadership) for Council to properly serve its community in reviewing this development application in greater detail before considering approval.

The need to do this is also supported by the CSP Vision "To build and maintain sustainable communities while retaining the region's natural beauty."

Further to this, Yass Council included the following community comments on their page in the CSP:

"I think development in Murrumbateman should be severely limited until the Barton Highway duplication Murrumbateman to Canberra has significantly progressed."

"Provide the community a greater voice in how they wish their community is developed."

This supports the fact that, on multiple levels, the development application does not align with the views and values expressed by the community and supported by Yass Council in the CSP.

As a resident of Murrumbateman I do not have the resources or knowledge to assess the specific detail of negative impacts, but I do have the common sense and community values to know that such a development needs FAR greater consideration before approval can be considered.

Throughout the sprawling Murrumbateman township, I see the declining condition of roads; traffic volumes on roads and highways which appear sub-standard; school busses full to capacity heading to Canberra and Yass; a lack of cohesive public open space considerations; and, limited surface water runoff drainage management.

We are a fragmented, satellite township, in need of better infrastructure and major road and highway improvements before we 'green light' substantial residential development areas.

Council's investment in, and commitment to, The Tablelands Regional Community Strategic Plan 2016 – 2036 underpins the need for further time and investment in assessing the impact of this proposed development (DA200049).

Approving the development application at this time, would compromise the commitment Yass Council has made to its residents.

Thank you for the opportunity to express concerns regarding this development application. I look forward to learning of Council's intentions.

Kind regards

██████████

## SUBMISSION #20

**Jeremy Knox**

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**From:** Yass Valley Council <no-reply@wufoo.com>  
**Sent:** Friday, 5 June 2020 12:55 PM  
**To:** YVC Customer Service Team  
**Subject:** Public Consultation online submission [#167]

**Name \*** [REDACTED]

**Address \***   
[REDACTED]  
Murrumbateman, NSW 2582  
Australia

**Email \*** [REDACTED]

**Phone Number \*** [REDACTED]

**What item are you making a submission on? \*** DA 200049

**Submission \***

Yass Valley Council

I have the following concerns regarding the above mentioned DA in Merryville Estate.

1. The traffic impact report figures regarding volume, flow and direction.

I believe the % of people heading to Yass is flawed along with the number of expected extra vehicles on the road. Has any information been collated from the existing residents of Murrumbateman including the Park and Estate regarding the location of their employment, how many registered vehicles per household and how many licence holders at the home address? According the last census Murrumbateman has an average 2.5 vehicles per household. With 70% of people living in Murrumbateman having full time employment and 3 persons per household, the figures don't add up.

2. As stated in the Statement of Environment section 7, "Murrumbateman is a small community with limited resources with no schools, one pub and one service station.

To ensure that development in the area does not unreasonably increase the demand for public services and facilities, what new public services and facilities will be approved for construction by council to accommodate the increased population? How can increasing the population of Murrumbateman by 10% have no effect on Facilities and Services?

3. Impact on electricity supply.

In the Statement of Environment it is "considered" the existing electricity supply has capacity for an additional 108 dwellings. By who? After living in Murrumbateman for the past 14 years electricity is an issue in both summer and winter, with blackouts and brownouts regularly occurring.

4. NBN

The current NBN speed with wifi in Murrumbateman can only be described as extremely poor at best. In the Statement of Environment it "assumed" the NBN has the capacity to supply an extra 108 dwellings. By who? Mobile phone service will be heavily impacted IE slower internet speeds with up to 350 new mobile phones in the area. During Covid 19 with a lot of people working from home the internet coverage was mostly non existent and at best extremely slow.

5. Water.

A significant number of households in Merryville Park and Merryville Estate had the need to truck in water over the past 12 months. Those residents have 120,000 litre concrete rainwater tanks and access to dams equipped with a windmill driven bore in Merryville Estate's case for external watering. What has been done to assess the effects of the additional 106 dwellings using the existing bore on the water table and therefore the existing dam in Merryville Estate. Why are 90,000 litre tanks being allowed when clearly 120,00 is not sufficient in some climates?

6. Social Impact.

As is increasingly the case when it comes to land development in recent times we are quick to subdivide land and sell large numbers of blocks increasing the strain on all our services before building adequate infrastructure to cope with the growing population. This is not more evident than the Barton Highway between Murrumbateman and Canberra. When will council put the school, the Town Centre and the Barton Highway duplication before future land development ?

## SUBMISSION #21

**Jeremy Knox**

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**From:** Yass Valley Council <no-reply@wufoo.com>  
**Sent:** Friday, 5 June 2020 12:38 PM  
**To:** YVC Customer Service Team  
**Subject:** Public Consultation online submission [#165]

**Name \*** [REDACTED]

**Address \*** [REDACTED]  
Murrumbateman, NSW 2582  
Australia

**Email \*** [REDACTED]

**Phone Number \*** [REDACTED]

**What item are you making a submission on? \*** DA200049

**Submission \***

The Traffic Impact Assessment (TIA) raises some serious concerns for me. In the TIA, the assumption is made that 50% of traffic will travel south to Canberra and 50% north to Yass. This would seem factually incorrect at best. The Economic Development (Strong Economy) page on the Yass Valley Council Website notes that "50 per cent of Yass Valley workers travel to work outside the region on a daily basis". Using Australian Bureau of statistics the .id economic profile of the Yass Valley, notes that 55.9% "of the Yass Valley's resident workers travel outside of the area work" .

I also note that the National Institute of Economic and Industry Research (NIEIR) cite a steep decline in the Yass Valley Gross Regional Product from 2018 to 2019. Given a decline in regional production, more residents are likely to be looking for work outside the area and more trips will be generated, likely towards the ACT which is experiencing a growth period.

The TIA also notes that their calculation of 50% of trips being taken towards the ACT includes travel for education and shopping 9% and 16% respectively. Given the aspirational nature of a new development close to the ACT, which is deliberately designed to attract commuter workers, these figures are likely to be a low estimate. These aspirational commuter workers are likely to

want to send their children to Canberra schools (indeed there is no primary school on Murrumbateman, and Yass High School not expanding at a rate to be able to cope) and take advantage of the specialty stores and range of shopping available in the that Yass does not offer.

I also note that in the report, Table 2 only refers to there being some 100 new dwellings. This is clearly less than the 108 in proposed development and factually incorrect to use for calculations.

I request that the figures quoted in the report be revisited based on more accurate data and the guesstimate of 50% traffic volume headed towards Canberra be rigorously evaluated. Any calculations based on this guesstimate should also be discou

Currently on the ACT end of McIntosh Circuit, there are no footpaths. This leads to a situation where there is no deconflictio between motorists and vulnerable road users. Currently cyclists, horse riders and pedestrians (all increasing in number with development) are forced to use the road. There is currently no bus stop and cars dropping off children park at the intersecti Kinsman Drive and wait, while other children wait on the road. Buses stop on the road while cars cross into the oncoming la go around it. An extra 85 vehicles during peak hour (as per section 3.3 of the TIA) is another 85 opportunities for a child to killed until this situation is addressed. The extra 2475 vehicles per day using McIntosh Cct (as per section 3.3 of the TIA) off that many more chances of cyclists of horse riders similarly being killed or injured.

Yass Valley Council has a duty of care to improve road and pedestrian infrastructure on McIntosh Cct, prior to approval of th application.

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<https://www.yassvalley.nsw.gov.au/our-services/economic-development/#:~:text=With%20a%20population%20of%20just,lowest%20unemployment%20rates%20in%20Australia.>  
<https://economy.id.com.au/yass-valley/residents-place-of-work-industry>  
<https://economy.id.com.au/yass-valley/gross-product>

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**SUBMISSION #22**

**Jeremy Knox**

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**From:** [REDACTED]  
**Sent:** Wednesday, 3 June 2020 11:53 AM  
**To:** YVC Customer Service Team  
**Subject:** FW: DA200049 Isabel Drive Lot1 DP1257138

---

**From:** [REDACTED]  
**Sent:** Wednesday, 3 June 2020 10:36 AM  
**To:** 'council@yasss.nsw.gov.au'  
**Subject:** DA200049 Isabel Drive Lot1 DP1257138

I wish to make the following submission regarding the above development; Murrumbateman has very little existing infrastructure to support a large development. We have no school, police station, or ambulance station, and another 106 dwellings and the residents in these dwellings is going to put an added burden on the few facilities that we do have.

The lack of public spaces i.e. 2 lots, will further burden the existing open spaces we do have.

I am concerned that 6 dams are to be filled when lack of water is already a major problem. Will the Aquafil be able to cope with the added bore for 106 dwellings? Also the sewerage burden poses a potential problem for the Aquafil. Have any studies been conducted to determine the adequacy of underground water now and into the future?

The Barton Highway during morning and afternoon peaks going in and out of Murrumbateman to Canberra is already a problem, extra cars and presumably school buses will only make it worse until the duplication is completed. Also the entrances onto the Barton from roads on the western side of the highway from new developments will become increasingly dangerous. Road and driveway access from the eastern side will also be more hazardous.

Whilst it is probably inevitable, though not desirable, that the rural lifestyle for which most residents came to the area for, to allow expansions in housing developments such as these without any consideration of supporting facilities is not acceptable.  
Thank you

[REDACTED]  
Murrumbateman  
[REDACTED]  
[REDACTED]

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## SUBMISSION #23

**Jeremy Knox**

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**From:** Yass Valley Council <no-reply@wufoo.com>  
**Sent:** Friday, 5 June 2020 8:28 AM  
**To:** YVC Customer Service Team  
**Subject:** Public Consultation online submission [#162]

**Name \*** [REDACTED]

**Address \*** 

[REDACTED]

Murrumbateman , Nsw 2582  
Australia

**Email \*** [REDACTED]

**Phone** [REDACTED]

**Number \***

**What item** DA200049 – Isabella Drive

**are you  
making a  
submission  
on? \***

**Submission \***

The submission appears to include some false assumptions the result of which would significantly impact on the existing area and the safety of surrounding roads. Existing water supplies are not sufficient for current residents with bore water supplies being turned off last summer. The current bore for Shaw estate is drawing from the same water source and had not been servicing 100 households therefore proceeding with this development without providing access to a different water supply will significantly impact access to water in the area.

The assumption that 50% of traffic will be north towards Yass is unrealistic. The majority of Murrumbateman residents reside and send their children to school in Canberra. Census data may be able to confirm this otherwise a full public consultation. It is highly likely the demand for additional land will also be primarily if not solely from current Canberra residents intending to continue working in Canberra. Census data indicates current Murrumbateman households have 2.2 cars with the majority driving to work and a high percentage of residents attending schooling. It is therefore highly likely that the traffic levels on roads accessing the Barton will be significantly increased further damaging them (they are already in a poor state of repair) and causing safety issues. The school bus stop on McIntosh just off the Barton is hidden and has no footpath for access, additional travel on

this route and additional students on the school bus will lead to significant safety concerns. The increase of traffic turning right onto the Barton at an uncontrolled intersection will also be unsafe and the increased traffic (likely at levels much higher than given in the proposal) are not sustainable on a road that has already been identified as unsuitable for current traffic conditions.

The services in Murrumbateman are limited and with a high proportion of residents having school aged children local schooling services are required before expanding the town further. Canberra offers limited options for NSW students and there is no consideration of how additional places will be found. With the majority of parents working in Canberra schooling in Yass is not an option. The lack of footpaths means that additional traffic both foot traffic and vehicles is a safety concern.

By pushing this development approval through during Covid-19 restrictions it has not allowed for proper public consultation and consideration so any decision should be postponed until full and proper consultation can be undertaken

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## SUBMISSION #24

**Jeremy Knox**

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**From:** [REDACTED]  
**Sent:** Thursday, 4 June 2020 7:57 PM  
**To:** YVC Customer Service Team  
**Subject:** DA200049 Isabel Drive, Murrumbateman

Dear Yass Valley Council,

I have submitted the below via your online form, but wanted to make sure you got my submission, so here it is, just in case.

I am joint owner of the property at [REDACTED] Murrumbateman, Lot number [REDACTED]. Our property will share a boundary with the proposed development. I have enjoyed living at my current home for 14 years and love Murrumbateman and Yass Valley. I have some concerns about the development.

My first concern is with the boundary fence between our property and the proposed development. I do not believe the surveyor pegs are in the correct positions. Please consult with us re the boundary. Perhaps not widely known but there is a walkway to the Community Land (Suffolk Ave Common) at this boundary, I would like to see this kept for recreational use. I can't tell from the plans if there is a proposal to keep a laneway through to the common. We bought where we live as there was a common with horse riding trail right beside us, please ensure access to this common from the corner of Murrumbateman Drive and Isabel drive and also Suffolk Avenue is retained.

Secondly. Prior owners of our property planted over 200 trees, many of these may now be on or close to the boundary line. " PLEASE DONT ALLOW REMOVAL OF THE TREES. The trees and bushes on our East Side give us significant privacy and shelter and a sense of peace and tranquility. We request monetary compensation for any trees and bushes removed on our side of the existing boundary fence.

In general I would like to see all trees kept, I note as per below that they are mostly to be removed.

3.4 SSE pg 13 "The subject site includes an area of 'White Box Yellow Box Blakely's Red Gum Woodland' which is an endangered ecological community listed under the NSW Biodiversity Conservation Act 2016. The proposed development requires the removal of 0.7ha of the Woodland. The subject site also includes 21 paddock trees, including native hollow bearing trees, native non-hollow bearing trees, and non-native trees. All non-native paddock trees will be removed, and one non-hollow bearing native tree will also be removed. No hollow-bearing paddock trees will be removed

Thirdly, Refer to 4.8.8 Construction Management – impacts will be vibration, dust, noise, traffic. I am concerned for my horse and need to be consulted in regard to works close to our boundary line.

Fourthly, I am concerned about flooding for our property. SEE pg 5. "Demolition and back fill of six dams". We have a small dam, currently at capacity, I believe much runoff to our property is stopped by some of these 6 dams. We need reassurance that this has been properly planned. I refer to 4.8.7 Drainage and hydrology and figure 11 draft flood mapping for Murrumbateman. I also refer to Clause 6.2 Flood Planning pg 22 SEE "Murrumbateman does not currently have a flood plan, although YVC is in the process of developing one. Applicability of this clause requires further site analysis and potential flood modelling given the number of watercourses at the site." Please make sure this happens and develop your flood plan before approving this DA.

Fifthly, I refer to Statement of Environmental Effects 4.8.4. I believe there will be more than 85 peak hour trips. These properties are for family homes. 106 rural lots with at least 2 cars each travelling on the Barton Highway. We personally have 2- 3 cars making peak hour trips. Shouldn't it be more like 212 peak hour trips? Will extra buses be needed? The current buses that service Merryville Estate are full. I think statistics should be checked. As the SEE pg 6 rightly points out "The Barton Highway has long been the subject of funding disputes and calls for duplication arising from long-standing congestion and safety concerns". Further, Isabel drive is very busy at peak hours and I'm concerned with a new road and driveways coming out onto Isabel Drive that there may be a fatal accident. Will

there need to be a bus stop on this road? Where will kids get safely on and off? McIntosh Circuit has the same problems.

Sixthly, "Rural residential typically can capture and store rainwater in the proposed 90,000L tanks, thereby reducing reliance on groundwater and supply from Yass pipeline (increasing community resilience)". SEE pg 4 What happens when these tanks are empty due to global warming? It would be interesting know how many truck loads of water were delivered to Murrumbateman residents December 2019 to February 2020. The Merryville Estate Bore had problems with demand and there was a proposal that it was to be switched off in March. Please consider how residents will cope with no water in their tanks, reduced water aquifers and no bore water for outside use. "Based on correspondence received from Yass Valley Council, it has been established that the subject site will not be serviced by either the new sewer works or the proposed water pipeline in the short term. Infrastructure upgrades will only support the existing Murrumbateman village and the Fairley Estate immediately north of the village." Pg 11 SEE

Other notes of concern:

- "A small cul-de-sac has also been included to the southwest corner, which has the potential to link to Saxon Avenue, subject to future design and approvals". Pg 10 SEE. Please don't allow this, the people who bought in Saxon Place have a right to remain living in a cul de sac.
- "To ensure that development in the area does not unreasonably increase the demand for public services or public facilities. Consistent. The proposed subdivision will create an additional 106 lots for new dwellings in the Murrumbateman area. It is not considered to create an unreasonable additional demand for existing public services or facilities" SEE pg 20 I believe Murrumbateman public facilities are underdeveloped and won't cope with the extra. We have no police station, post office, school.
- "Yass Valley Council have adopted a development control plan that legislates community consultation for development in the LGA. This plan requires that all adjoining and adjacent property owners, who may be affected by a building, subdivision or other development, shall be notified in writing and provided with the opportunity to provide comment to the Council. Exemptions from community consultation are listed under the plan, including the following for subdivisions: » Subdivision, being the re-division of land, where a Right of Carriageway does not benefit the land over other lands not owned by the applicant. In this instance, the study area can be subdivided without the need for the community consultation." Pg 24 SEE Please request community consultation.
- "The Structure Plan did not identify the subject site for future rural-residential because it was associated with the Shaw Vineyard Estate at the time. However, the area immediately north of the subject site was identified. This area has since been discounted because of environmental and heritage constraints".4.7 pg 24 SEE Yes, I thought we would get to live next to a vineyard, not other houses. I'm sure I'm not the only one. Why allow this because the original site has environmental and heritage constraints?
- Please ensure preservation of and minimal harm to McClungs Creek. There is an eroded gully in Suffolk Avenue Common. Could I suggest that the developers are asked to contribute towards restoring that area to a place that can be used for recreation by Merryville Estate residents and the new development residents?

Thank you for your consideration of these matters.

Kind Regards,

[REDACTED]

[REDACTED]

Murrumbateman

[REDACTED]

[REDACTED]

**SUBMISSION #25**

**Jeremy Knox**

---

**From:** [REDACTED]  
**Sent:** Friday, 5 June 2020 4:58 PM  
**To:** YVC Customer Service Team  
**Subject:** Submission re DA200049

I wish to express my concern re DA200049.

I think that this development should NOT proceed until some concerns have been addresses.

I wish to support the submission lodged by Merryville Estate Community Association, whose properties adjoin the proposed development.

My primary concerns are:

- Existing trees and shrubs in the corridor along the western edges of the development should not be removed as they provide important habitat for local wildlife, including kangaroos and birds
- More of McClungs Creek should be excluded from the development
- Water requirements - Murrumbateman is already over-extending its reliance on the aquifer that has countless bores drawing from it, so it should be added to the proposed water pipeline for Murrumbateman

Could you please arrange for better public consultation, specifically there needs to be a meeting between Yass Valley Council, the developers and Merryville Estate Community Association to address concerns.

[REDACTED]  
[REDACTED]  
Murrumbateman NSW 2582

I do not wish my personal details to be disclosed to the public.

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## SUBMISSION #26

**Jeremy Knox**

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**From:** Yass Valley Council <no-reply@wufoo.com>  
**Sent:** Thursday, 4 June 2020 5:11 PM  
**To:** YVC Customer Service Team  
**Subject:** Public Consultation online submission [#152]

**Name \*** [REDACTED]

**Address \*** [REDACTED]  
Murrumbateman, NSW 2582  
Australia

**Email \*** [REDACTED]

**Phone Number \*** [REDACTED]

**What item are you making a submission on? \*** DA200049

### **Submission \***

There are multiple questions that I have for the planned subdivision DA200049 planned for Isabel Drive in Murrumbateman.

The local wildlife should be protected.

Wildlife corridors are connections across the landscape that link up areas of habitat. They support natural processes that occur in a healthy environment, including the movement of species to find resources, such as food and water.

Corridors can contribute to the resilience of the landscape in a changing climate and help to reduce future greenhouse gas emissions by storing carbon in native vegetation. They can also support multiple land uses such as conservation, farming and forestry.

We cannot keep removing the local environment for the Australian wildlife. Humans develop (and the developers reap great returns) and wildlife are pushed out of their habitat and then culled for being a nuisance. Of course, we need some development but not at all costs.

Where are the proposed wildlife corridors and green corridors for the local wildlife?

Environmental impact, run off management in heavy rain events. Are these paddocks important catchment for creeks? Are these existing flood plains, how can we build houses on them?

Tree buffer between existing estates:

Is there a planned tree buffer of 3 metres to be planted between the existing property and the proposed subdivision? This would soften the stark outlook and support the local wildlife. This has previously been implemented in Carrington Park between staged releases.

Communal Planned space:

Where are the community recreational spaces including adjoining cycle and pathways. This is a large increase in population with numerous families that will need to get placed and have meetings for all age groups and abilities. What suits couples, young family, teenagers, retired people – has this been proposed?

There are many national and international studies that show the importance of well-planned green spaces for health and welfare. Planning for exercise and recreational activities and community engagement helps to with mental health and obesity.

Council provisions under Section 94 funding Sections 7.11 and 7.12 Contributions

Section 7.11 and 7.12 development contributions plans (under the Environmental Planning and Assessment Act) are utilised to service the needs of expected future population and employment growth in the area. Sections 7.11 and 7.12 were formerly known as sections 94 and 94A, respectively, prior to changes to the Act.

These plans outline the contributions to be made from particular developments and identify the public services and amenities that the funds are directed to. The contributions to be paid, are detailed within conditions of development consents or conditions within complying development certificates.

Has this been proposed for this development?

Traffic management plan

Current proposal states 50% of people will be travelling north to Yass. The current population would surely dispute these statistics. Majority of people living in Murrumbateman commute to Canberra for Work and School. This puts increased pressure on the Barton Highway and local roads.

In an emergency ie fire how can all of these family evacuate?

Location of emergency services is not sufficient for this significant increase in population.

School buses have already had kids having to stand because not enough space. This is already a local concern

With the increase in traffic, all roads around Merryville / Carrington and the new estate should have dedicated cycle and pedestrian paths, as well as sufficiently improves roads for increased traffic flow.

Semi- Rural Living

Quality of lifestyle permanently modified, people paid up big to have a rural feel and these existing paddocks contribute to that.

Emergency services, hundreds more people, no school, no police, no ambulance, not full time fire brigade.

Township traffic management including emergency exits. 1 road in and 1 road out in case of fire.

Telecommunications upgrades.

It is only assumed by the developer that the network will cope. This current NBN is stretched to its capacity.

New house designs

The water tanks supplied with the block should also be a minimum of 160kL as we all know how hard water can be to get when we have a summer like the last one.

Are these single dwelling blocks or dual occupancy?

Are the houses single level? Or double storey

Are the blocks allocated for work from home businesses?

What is the local impact on this for noise, traffic and environment?

Bore water allocation

The Carrington bore has not provided us any water for over 6 months. This is currently with strata for legal resolution. Does the bore have the capacity to provide the allowance to another 108 homes?

One of the biggest concerns about this development is its sustainability particularly with regard to water. Yass and Murrumbateman continue to come under severe water supply stress. Adding residences and pulling from the groundwater constantly is NOT the answer.

Please consider all submissions for this proposed change

Thanks

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## SUBMISSION #27

**Jeremy Knox**

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**From:** Yass Valley Council <no-reply@wufoo.com>  
**Sent:** Tuesday, 19 May 2020 12:04 PM  
**To:** YVC Customer Service Team  
**Subject:** Public Consultation online submission [#139]

**Name \***

[REDACTED]

**Address \***



[REDACTED]

Murrumbateman, NSW 2582  
Australia

**Email \***

[REDACTED]

**Phone**

[REDACTED]

**Number \***

**What item** DA 200049

**are you  
making a  
submission  
on? \***

**Submission \***

Hi,

I am in favour of the proposed DA going ahead if the following issues are addressed as part of the planning:

1. Water supply

Currently the Murrumbateman surrounds are mainly reliant on bore water, which appears to be tapping the same aquifer for each new estate. Can council please place a reduced water allowance on the new estate to reflect the increasing burden on the water table and put responsibility for water management at least partially back to the owners of each new lot in the estate. This would have a host of side benefits including the use of native plants and shrubs by new residents, increasing habitat for native fauna, etc. Happy for the water allowance to be reviewed every 10 years by Council to ensure it remains appropriate if this is possible to be written into the estate constitution or applied as a condition of incorporation by Council.

2. Access to/from the estate

It appears to only have one way in/out and will place increased reliance on the sole access road to a number of other estates. This may not be an issue however if the increase in rate revenue can be directed towards improved

access for residents?

3. Facilities for new residents

It appears that the new subdivision is solely focused on adding residents. Would it be possible to amend one of the lots from being allocated to a new residence and instead assigned the express purpose of a facility for the community. For example a children's playground and a dedicated dog park, which would provide a community hub and reduce the reliance on the existing Rec grounds. My suggestion would be that the area be gifted to Council and put under their control, with a dedicated annual amount of funds payable by the lot owners (or community scheme) to Council each year as a separate fee to maintain the facilities.

Thank you for taking submissions on this matter

Kind regards

██████████

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## SUBMISSION #28

**Jeremy Knox**

---

**From:** Yass Valley Council <no-reply@wufoo.com>  
**Sent:** Tuesday, 26 May 2020 12:18 PM  
**To:** YVC Customer Service Team  
**Subject:** Public Consultation online submission [#143]

**Name \***

██████████

**Address \***



██████████

MURRUMBATEMAN, NSW 2582  
Australia

**Email \***

██

**Phone**

██████████

**Number \***

**What item** DA200049

**are you  
making a  
submission  
on? \***

**Submission \***

Overall, I support this development. However, I am concerned at the impact on existing roads, specifically McIntosh Circuit.

McIntosh Cct already suffers constant damage & excessive wear from the current levels of heavy vehicle traffic. Residents are already bearing the cost of this through damage to motor vehicles, such as cracked wheel rims. During the more than 20 years of construction activity within the existing housing estates, McIntosh Cct at times became almost undrivable as YVC appeared to struggle to repair in a timely manner.

Then there is the noise. The speed limit is 70kph on McIntosh Cct and from my 20 years of observations that is mostly ignored, especially by drivers of large trucks, including B-Doubles, making deliveries to western Murrumbateman. A heavy vehicle, especially unladen, travelling at 80 or 90kph on a pot-holed, rippled and generally uneven surface makes a great deal more noise than one travelling at a much lower speed. At 5am it seems even louder.

Additionally, these vehicles can be observed travelling at their fastest at the end of the driver's work day (between 3:30pm and 5pm) which is also the period when children are exiting school buses and walking to their homes, and there are greater numbers of pedestrians in general.

During the expected 10 or more years of construction of the proposed 108 dwellings, I would expect the number of heavy vehicles travelling to & from building sites to be at least on par with the volumes seen during the peak phase of construction in Merryville Estate, meaning the road damage and noise levels would also be on par, and the cost to YVC to repair & maintain the road would be at least equal.

I ask YVC to ensure that the proposers of this development provide adequate funding to repair & maintain McIntosh Cct for a period of at least 10 years beyond the date of the approval of the first residential dwelling within the development. Such a levy should be easily calculated by YVC simply by reviewing the records regarding the repairs to McIntosh Cct for the 10 years following the opening of Merryville Estate and applying the necessary increases.

I also ask YVC to reduce the speed limit on McIntosh Cct to 60kph (as it was until c. 2004) and apply either a heavy vehicle load limit or curfew, or both.

Thank you

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## SUBMISSION #29

**Jeremy Knox**

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**From:** Yass Valley Council <no-reply@wufoo.com>  
**Sent:** Thursday, 4 June 2020 2:36 PM  
**To:** YVC Customer Service Team  
**Subject:** Public Consultation online submission [#150]

**Name \*** [REDACTED]

**Address \***   
[REDACTED]  
Murrumbateman, NSW 2582  
Australia

**Email \*** [REDACTED]

**Phone Number \*** [REDACTED]

**What item are you making a submission on? \*** DA200049

**Submission \***

It appears the plans are including a road of some type alongside blocks 47, 35, 36, 37 & 38 in Carrington Estate. The plans don't details any specifics as to what it is. Is this an access road or will residents be able to use it? We raise concern that if residents are able to use this that the Carrington blocks have not designed for their that side of their land to be used as frontage. This has major privacy implications.

The plan outlines changing Colonial PI to an open ended road. Has consideration been made to Section 6.10 of the NSW Address Policy and User Manual stating a "Place" cannot be an open ended road. Will this road be renamed?  
[https://www.gnb.nsw.gov.au/\\_data/assets/pdf\\_file/0020/223346/NSW\\_Address\\_Policy\\_and\\_User\\_Manual.pdf](https://www.gnb.nsw.gov.au/_data/assets/pdf_file/0020/223346/NSW_Address_Policy_and_User_Manual.pdf)

Residents of Carrington Park are having ongoing issues accessing the existing bores and have concerns that adding a new bore will only impact the aquifer negatively. Has a study been performed to ensure adequate supply to all existing and new properties now and into the future?

## SUBMISSION #30

**Jeremy Knox**

---

**From:** [REDACTED]  
**Sent:** Wednesday, 3 June 2020 1:55 PM  
**To:** YVC Customer Service Team  
**Subject:** DP200049 - Isabel Drive, Murrumbateman

DA200049

Dear Sir/Madam,

I hereby submit the following feedback in response to DA200049 (subdivision of Lot 1 DP 1257138).

I oppose the development as it currently stands and have a number of concerns that may be shared by others within the Murrumbateman community.

In addressing each of the pertinent issues, an acknowledgment of the already substantial growth that has 1) occurred; and 2) is proposed and the relative lack of amenities within the village needs to be recognized.

- As a reasonably long term resident of Murrumbateman (10 years), I have witnessed considerable growth not only in the village but on the demands placed on the highway. The large acreage blocks for sale adjacent to the tip and the Meadows, simply place additional stress on a rapidly growing village that is rapidly losing its appeal. The wineries appear to be a significant attraction to tourists from both the region and from outside, however their 'draw' will greatly diminish if one finds oneself riding a bicycle from one winery to another, past housing estate after housing estate. You may as well visit Gungahlin or Crace.

- Murrumbateman does not have the charm of many NSW rural villages, and what 'charm' it does have is being severely impacted by rampant (to many residents, uncontrolled) growth and an apparent lack of imagination and/or long term strategic plan by council to exploit or indeed retain the few attraction/benefits it offers (almost entirely based on the attractions of its wineries).

- Lack of a primary and/or high school within the village is already placing strain on families with children who have to commute considerable distances on one of the most dangerous roads in NSW. Resolution to the increasing traffic on the Barton Highway (compounded by an obvious increase in double B trucks travelling at speed) is not likely within the foreseeable future. The additional traffic that the aforementioned DP is likely to result in, will only increase the risk posed to those who already face a difficult and lengthy commute.

- Worthy of mention is the cross border commuter buses . A service which is admirable, but infrequent and less than an ideal option (for example to those working in Belconnen or Gungahlin). Is there any reason it cannot be linked up both operationally and through cost sharing arrangements with ACTION, increasing its frequency and geographic reach?

- The shopping centre that has been proposed at Fairley Estate and apparently put on hold, also appears to be sometime off and the lack of an acceptable standard supermarket (other than the somewhat limited and expensive IGA) does not appear to have been considered with - and I stand to be corrected - no approach from council or developers to attract any of the larger chains such as Aldi, Coles or Woolworths to the village. This in turn results in the vast majority of residents travelling to Yass or Canberra to do their weekly shop. Even a Coles Express at Fairley would be a start as it would offer competition to the IGA.

The above is certainly not an exhaustive list of deficiencies with respect to access to amenities, but at least it 'sets the scene'.

### **Concerns.**

Size of the blocks and layout.

- The proposal does not offer the aesthetic benefits that the existing Merryville Estate presents with its meandering streets and closes. The proposal is laid out in a formulaic, 'regimented' manner with little imagination and the aesthetic appeal that one would expect to see in any housing estate in the Western suburbs of any Australian city (albeit with larger blocks). There are no common grounds: no tennis court or basketball ring, soccer pitch or oval for children to play. As aside, Block 195 protrudes in to the common (Merryville Estate) adjacent to it. It has already been fenced off, which in itself adversely impacts on the aesthetic of the parkland. It almost appears to be an afterthought and appears like the developers are simply gouging for every bit of land that the surveyors have deemed to be within their purview. I am sure this is not correct. Regardless, it is unnecessary.

- With blocks adjacent to the tip being of a considerably larger size, and the proposal being opposite to the existing five acre blocks on McIntosh Circuit, has consideration been given to making the standard size block proposed for this development a minimum of five acres - noting that some are indeed larger than the standard 2 acre blocks? If not, why not, given the sizeable blocks adjacent to the tip?

- Merryville Estate property owners pay for the maintenance of common grounds and the provision of a bore allotment. Given the demands being placed on the bore over summer, water usage is only likely to increase. I take it that this proposal will not be accessing the current Estate's bore nor the common grounds (tennis court and open fields)? Regardless, rather than simply lay out an estate in a fashion that you would expect from a large company trying to maximize its profits, perhaps a condition of development would be the establishment of at least two of their own common areas (perhaps blocks 198-201 and 153-168). It will no doubt impact on the developers bottom line, but it will be in keeping with the rest of district and not impact on what still (at least for now) makes Murrumbateman attractive

Traffic.

- The traffic assessment does not appear to be accurate. The vast majority of residents in Merryville Estate who work, appear to do so in Canberra. I would suggest that the 50/50 split between Canberra and Yass as potential destinations for work is not supported by surveys conducted of existing residents nor sound statistical methodology. If the majority of the traffic that leaves the estate in the morning and afternoon travel on the same stretch of McIntosh Circuit, then the impost on those that live on that particular stretch will no doubt impact on their residential property valuations. Let alone the increased risk to road users traversing the Isabel/McIntosh and McIntosh/Barton Highway intersections - already problematic.

- Furthermore, one road in and out of the proposed development (on both Isabel and McIntosh) is optimistic though perhaps negligent, given the lessons learnt from the most recent bush fire season.

In summary, the layout is less than ideal, the lack of clarity around Merryville Estate amenity (common ground access and maintenance and bore water) needs to be resolved, traffic concerns and the sadly reducing appeal of Murrumbateman as a village worth residing in or visiting should be considered.

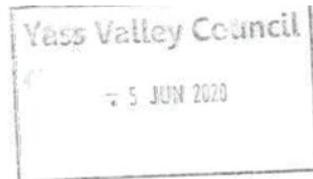
I understand that without development and progress, the shire is diminished and services cannot be provided or at least provided to the expectations of ratepayers. However, there does need to be a balance. What vision does Yass Valley Council have for Murrumbateman? An additional revenue source or a sought after, premium destination for travellers and tourists from both near and afar. As it stands, I would suggest that the the answer to most who reside in the district is self-evident, with the developers winning out again.

Yours sincerely,

██████████  
██████████ Murrumbateman  
██████████

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**SUBMISSION #31**

[REDACTED]  
MURRUMBATEMAN NSW 2582  
Email Address: [REDACTED]  
Phone: [REDACTED]

5 June 2020

General Manager  
Yass Valley Council  
PO Box 6  
YASS NSW 2582

Attention: Jeremy Knox, Development Planner

Dear Mr Knox

**Development Application DA200049 – Isabel Drive, MURRUMBATEMAN**

I refer to your letter of 14 May 2020 inviting submissions on the above Development Application.

We do not support or oppose the proposal put forward by Elton Consulting Pty Ltd to develop a 108 lot subdivision at Lot 1 DP 1257138 Isabel Drive Murrumbateman which is adjacent to Merryville Estate. Acreage development is an integral part of Murrumbateman's landscape.

However, there appear to be a number of issues relating to matters such as ground water supply, local traffic and the lack of recreation areas within the proposed new development which require further examination given their potential adverse impact on Merryville Estate residents and, more broadly, the Murrumbateman community.

In this regard, we support the comprehensive submission lodged by the Merryville Estate Community Association which sets out the main issues of concern that need to be addressed before the development proceeds. We also support the Community Association's suggestion for a meeting with the developers and council to work through these issues.

Contact details for future correspondence and notifications regarding DA200049 are noted above.

Yours sincerely

[REDACTED SIGNATURE]

## SUBMISSION #32

**Jeremy Knox**

---

**From:** [REDACTED]  
**Sent:** Tuesday, 2 June 2020 7:13 PM  
**To:** YVC Customer Service Team  
**Subject:** Fw: DA200049 - Isabel Drive, Murrumbateman - objection to development application

I got a bounce-back. Hopefully it gets through this time

---

**From:** [REDACTED]  
**Sent:** Monday, 1 June 2020 10:20 AM  
**To:** Council@yass.nsw.gov.au  
**Subject:** DA200049 - Isabel Drive, Murrumbateman - objection to development application  
Good morning YVC,

I am writing to lodge an objection to DA200049, Isabel Drive Murrumbateman application for sub-division.

Over the last 10 years, Murrumbateman has seen extensive growth, including more and more sub-divisions. There has been no requisite growth in infrastructure and the addition of so many houses is putting strain on existing infrastructure. Issues with the proposed development are numerous:

1. McIntosh circuit road breaks down every time it rains. With an additional 216 vehicles on the road every day (assuming 2 vehicles per household, which is a conservative assumption), the road will be in further disrepair. Any suggestion that half of the traffic will be heading to Yass each morning is farcical. Property prices in Murrumbateman are high, and jobs in Yass are scarce. The reality is that most, if not all, people buying in the estate will be working in Canberra and therefor an extra 216 vehicles will be driving the road at peak hours.
2. Isabel drive is already dangerous, with cars driving well over 70km/h, with the population growing there are more people, and families out exercising along the roads and my own family have had a number of near misses on Isabel drive with vehicles driving too fast and nowhere on the overgrown verges for a family to get off the road and out of the way of cars. this was not an issue 15 years ago as traffic along the road was light and cars few and far between. With the ever-increasing population, traffic is becoming heavier and heavier with very little additional infrastructure in the way of walking paths (paths going 1/3 of the way along Isabel and half way along McIntosh are woefully insufficient).
3. When we moved to Murrumbateman 17 years ago, we were advised that the area on Isabel drive is a known habitat for superb parrots. Superb parrots feed on grasses, which are diminishing more and more with the loss of open paddocks. Not having seen the environmental impact statement for the estate, I cannot comment on whether this has been considered, however it must be assumed that the sub-division will impact on available food for parrots living along Isabel drive. Likewise, with reports in recent years of vehicles hitting and killing groups of superb parrots in the Yass Valley area, it can only be assumed the addition of an extra 216 cars will also impact the endangered species.
4. The impact of so many additional vehicles on other wildlife is increasing also. We have seen more and more echidnas, turtles, kangaroos and birds killed on local roads.
5. In addition to the already dangerous nature of Isabel drive, we have noticed a dramatic increase in littering along the road. This can only be attributed to the increasing number of vehicles taking

rubbish to the tip and not appropriately covering their loads. Again, in an area that we are told is habitat to an endangered species, consideration needs to be given to the environmental impacts of increased littering/rubbish accumulation. We have seen no indication of YVC attending to this rubbish problem. In fact our 8 year old daughter has become sufficiently concerned that when we go out on family walks she has persuaded us to bring a garbage bag and tongs to clean it up ourselves. The continued increase of human impact on the area from additional houses will only add to this problem.

6. The Barton highway has become increasingly dangerous, with an increased population resulting in an increase in dangerous driving. Until such time as the highway is fully duplicated between Yass and Canberra, YVC should not be approving such large scale additional housing which will put extra strain on the already strained road infrastructure.
7. With an increase in numbers of smaller blocks occupied by people unfamiliar with living in a rural environment, we have also seen an increase in attacks on livestock and wildlife due to un-contained dogs and cats. These not only impact on the superb parrot, but also on other wildlife. From our own experience we have seen an increase in birds being killed. It also creates conflict within the community with farmers and other livestock owners regularly subject to vet bills and loss of livestock from the impact of pets. This will only continue to increase with additional small blocks being introduced.

Regards

██████████  
██████████

Murrumbateman

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**SUBMISSION #33**

Development Application DA200049,  
involving Lot 1, DP1257138, Isabel Drive,  
Murrumbateman

and

Submission by Merryville Estate  
[Community Association DP270092]

This submission is made by the Executive Committee of the Merryville Estate Community Association, which comprises a representative from each of the five Neighbourhood Associations in Merryville Estate.

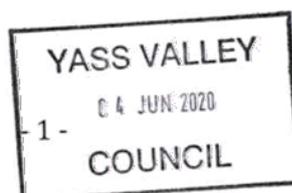
Merryville Estate has 254 residential lots, and 5 greenway lots. Of these, 18 residential lots and 3 greenway lots abut the proposed development – giving rise to a direct interest in the proposed development. All other residents in the Estate have a direct interest in the proposed development – through their reliance on 3 bores in Merryville Estate for water, the potential for traffic issues, and environmental issues. This submission is made in the context of our management of Merryville Estate as a whole, and not the individual residents of Merryville Estate.

In making this submission, we neither support nor object to the proposed development. Rather our submission relates to specific aspects of the proposed development which either have not been adequately dealt with in the Development Application, or have been dealt with erroneously. Our basic submission is that the Development Application should not be approved until those issues are satisfactorily resolved. We are happy to work with the developer and Yass Valley Council to overcome those issues and ensure the development is consistent with the desired characteristics of the area.

**Executive Summary**

This submission is broken into the following parts:

- A. Boundary issues – including an uncertain boundary with a give-and-take fence line, and Riparian issues.
- B. Bores and Water Extraction – including over-extraction from the aquifer
- C. Tree and vegetation removal.
- D. Community amenity
- E. Dams and surface water
- F. Water tanks on lots
- G. Drainage buffers (issues near Isabel Drive; flooding at Merryville Drive)
- H. The Traffic Report.
- I. Future management of the subdivision.
- J. Conclusion
- K. Correspondence



4 June 2020

## A. Boundary issues

The maps in the BDAR, the Traffic Report, the Land Capability Report, and the Bush Fire Report, are all inconsistent with each other with regard to the location of the boundary with Merryville Estate at the southern end of the proposed development.

McClungs Creek passes through that area, which has been managed hitherto by give-and-take fence lines which accommodate the natural landscape. We have serious concerns about the location of any fence along this boundary, and the present absence of any consultation about this boundary (reference - two new boundary fences were recently erected without any consultation with the Merryville Estate Executive Committee). Given the issues associated with this boundary, we arranged for our own survey to ascertain the correct property boundaries.

We are concerned that any fences across McClungs Creek need to be suited to the occasional heavy water flows down the creek. As referred to in section G - Drainage Buffers, water flows can be expected to increase, with increased risk of flooding where McClungs Creek crosses Merryville Drive.

The survey indicates that the existing fence on the south-western border of the proposed development is generally displaced by up to 20 metres from the legal boundary, with the correct boundary being closer to the creek than the current fence. The legal boundary crosses an erosion gully and associated riparian corridor about 1/3 of the boundary length from its northern end. It also crosses 3<sup>rd</sup> order stream bed and riparian corridor near the southern end of the boundary.

The Statement of Environmental Effects states:

**Table 8, Clause 6.4 Groundwater vulnerability:**

Not applicable.

The subject site is not identified to contain any watercourses or groundwater vulnerability areas, as per the Riparian Lands and Watercourses Map Groundwater Vulnerability Map from the YVLEP.

This conclusion is *prima facie* incorrect, given the existence of the erosion gullies and the surrounding riparian corridor. Also the other documents referred to later in that clause only refer to the riparian corridor in Lot 208, and the Yass Valley Local Environmental Plan 2013 which is apparently in error by failing to mention this area.

Management of both these issues is not referred to in the Development Application. If a fence line is erected along the property boundary intersecting the erosion gullies:

- construction of a suitable fence would be difficult;
- filling the gullies is a problem under the management of riparian corridors, and an issue that would probably require our consent
- Merryville Estate residents would lose access between the two areas of our Common land on that side of McClungs Creek
- Our access to the area to undertake maintenance, including hazard reduction, will be restricted

We also note from the Development Application what appears to be a proposed 'path' inside the development area adjoining Merryville Estate. Unresolved questions about the proposed pathway include:

- how will the pathway be maintained and by whom?

- is it proposed that the pathway is fenced?
- is it proposed that the pathway will provide access to the Merryville Common areas?

As there is no over arching concept for how the development should interact with the broader community, the absence of this type of detail makes responding positively to the proposal more difficult.

The proposed development, which allocates all lots along that boundary, will make it very difficult to effectively manage the riparian corridor and erosion gullies. There is a Common lot on the Merryville Estate side of the boundary. We believe the most effective way to address these issues is for the lot adjacent those gullies to be a Green space that is connected with the Merryville Estate Common area. We would be open to arrangements for collaborative management of, and access to, areas either side of the creek to ensure sound environmental management as well as community amenity for residents of both estates. While the application refers to a walking path, no detail is provided and we do not consider that a walking path would be substantial enough to meet this need.

We recognize that inclusion of a common lot could reduce the total number of saleable lots, but a rearrangement of lots 133-8 and 145-8 (and perhaps the adjacent road) could minimize the reduction of saleable lots while improving amenity and environmental management. Any improved environmental features would be expected to increase the value of all lots within the development.

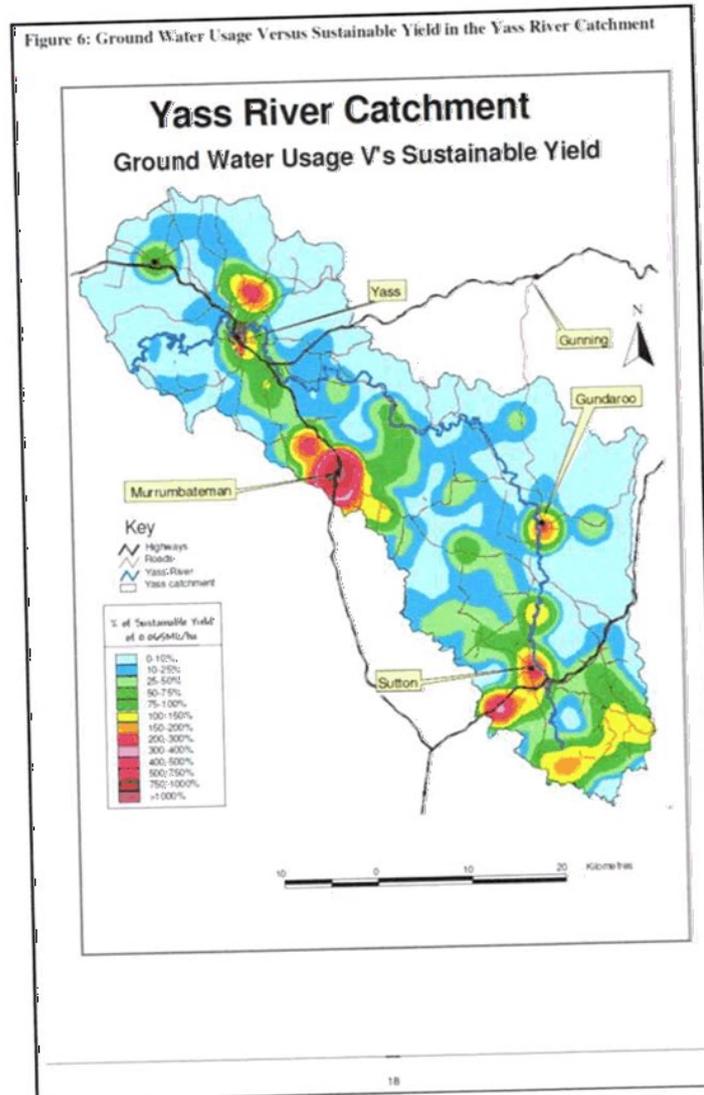
We would have wished for earlier discussion on the issues in this area of the proposed development. However, as the Development Application has been filed **we would like to have an on-site meeting with the developer as soon as practicable, facilitated by Yass Valley Council, to explore the issues (including maintenance of the areas within the Development Application) and possible solutions.**

## **B. Bores and Water Extraction**

Merryville Estate Community Association has a total of 3 active licenced bores which provide non-potable water to the residents of the Estate, together with surface water from our main dam. Overuse of the bores is subject to multi-million-dollar fines should the annual allocation be exceeded. As a result, Merryville Estate monitors water extraction from the bores very closely.

We are concerned that any unfettered water extraction from the shared aquifer to supply the new subdivision might impinge on existing water users in Merryville Estate and the Murrumbateman area more generally. The Development Application does not indicate the water allocation for each lot, the anticipated annual water usage for the proposed development, or the management arrangements for water consumption. Will the usage be subject to water allocation limits like Merryville Estate? Who will monitor usage and what will be done by whom, to whom if the water allocation is exceeded? Will extraction from bores in the proposed development be reported to NSW Water?

We draw your attention to the Yass Snapshot on Sustainability – a June 2004 report by the NSW Department of Infrastructure, Planning and Natural Resources. The map on page 18 indicates that ground water extraction in the area surrounding Murrumbateman was already well above sustainable levels. We do note that the central village of Murrumbateman is to be connected to town water supply. However the over-extraction issue is far more wide-spread than the village area of Murrumbateman.



The 'Regional State of the Environment report 2004-2009' of October 2009 states (emphasis added):

Groundwater in the Yass Valley is generally of moderate quality (DLWC 1999) *with a steadily decreasing water table* (DWE 2008).

Given the apparent unsustainable extraction of water from the aquifer around Murrumbateman, and the recognition that the water table is steadily decreasing, Yass Valley Council should ensure the proposed development will not further deplete the aquifer to any significant extent. In particular we are concerned this development will reduce the current availability of groundwater to Merryville Estate residents (as well as other water users in this area). This concern is amplified by the proposal in the Development Application to remove all dams in the proposed development; this will result in significant reduction of seepage into the aquifer, thereby decreasing the amount of water that can be sensibly extracted from the aquifer. This is further discussed in section E.

### **C. Tree and vegetation removal**

Section 3.4 of the Statement of Environmental Effects refers the removal of an area of 0.7 hectares of an area of White Box Yellow Box Blakely's Red Gum Woodland, trees which are identified as an endangered ecological community, and critically endangered in the ACT. While it is not yet classified as a critically endangered species in NSW, continued removal of areas of these trees will inevitably result in them becoming critically endangered – which no-one wants. In a development of this size, removal of this area of endangered trees is not justified.

Section 1.4.5 of the Biodiversity Report asserts

*there are no local seed sources for most of the key species, applying assisted natural regeneration would not regenerate vegetation that would meet the definition of intact PCT 1330.*

We believe this to be a flawed assertion. The primary area for removal of these trees is indicated in Fig 8 of the BDAR report. Apart from those areas being surrounded by trees that will supply a source of seed, the trees in the areas proposed to be cleared would of themselves provide the seed for regeneration. Additionally there is at least one nursery in the area which provides seeds and seedlings of native trees, shrubs and groundcovers endemic to this region that could be used for regeneration.

The presence of a significant number of trees (especially established trees) has a significant positive impact on native wildlife in the area and surrounds – especially birdlife, but also kangaroos and echidnas – and we are very concerned about the adverse effects of reduced vegetation. We believe the great majority of persons moving to rural residential lots appreciate the presence of wildlife, especially birds, in their area. Further, the Murrumbateman area is a stop-over in the migration route of the Superb Parrot. While the BDAR report notes the importance of retaining several dead trees for nesting of those parrots, we believe the needs of those parrots is not limited to dead trees, but extends to native trees generally. Given the size of this development, we believe this development should not proceed unless the area of Zone 2 trees shown in fig 8 of the BDAR report is retained in its entirety (apart from the corridor for the road to cross through it).

If, contrary to our primary submission, some of those trees are removed, we believe there needs to be an offset planting on a 5:1 basis, to allow for equivalent foliage in

the short term for the trees removed, and for the inevitable failure of many plantings to grow to maturity.

Fig. 8 of the PBAR report (on page 53) indicates an intention to remove boundary foliage around the proposed development between all adjoining lot boundaries. In the absence of self-evident purpose, we do not think this is justified. Additionally the Development Application proposes the removal of a lengthy section of boundary foliage along about 75% of the south-west boundary of the proposed development – again with no evident purpose or need. We draw Yass Valley Council's attention to the likelihood that the boundary trees were planted as either a Greening Australia shelter belt or carbon credit. In either case, the trees have developed to become an established wildlife habitat and corridor. These trees directly support bird species by providing a reliable seed source, daytime shelter from birds of prey, and nesting and year-round habitat sites for the smaller species. In addition to general boundary planting there is a significant established planting in stage 3 of the proposed development bordering Merryville estate in the north-west corner that should be retained to assist sustainability for birdlife.

The map of the subdivision in the Subdivision-Plan-Isabel Drive includes the following footnote:

**COVENANT TO BE PLACED ON ALL RESIDENTIAL LOTS PREVENTING  
REMOVAL OF TREES WITHOUT APPROVAL**

We consider this to be vital to the long-term success of the development and the ecological health of surrounding regions. We fully support it as an essential part of the development. It would be perverse, though, to impose this covenant only after much of the more valuable growth has been removed.

In summary, we consider maintenance of trees is an essential part of a rural residential development. We urge Yass Valley Council restrict the removal of trees (especially those of endangered species) to the absolute minimum, and to actively ensure that the undertakings by the developer in the Development Application are in fact implemented.

#### **D. Community Amenity**

This is a large development yet it fails to provide for any community amenity other than what is considered essential for water management. The nearest public facilities are 2 to 3 kilometres away – impeding day to day use by residents.

Developments on this scale should make some provision for shared spaces beyond the availability of "lifestyle" rural residential lots. It is disappointing that in common with other recent developments and proposals, the proponent is proposing to absorb all available space into private residences, rather than providing for common areas in which residents can mingle and socialise. In smaller developments this is more understandable, but in a development on this scale more should be expected.

While we do not suggest that Merryville Estate is a paragon of rural residential development, there are 5 common areas which serve environmental and community amenity purposes, owned and actively managed by the Community Association. If

the developer does not wish to create a management body, there should be consideration of creating and then gifting a community facility to Yass Valley Council.

In the absence of any provision, we are also concerned that residents in the new development will be attracted to and become dependent on our Merryville Estate facilities, for which they make no contribution and have no responsibility. Were there a "give and take" approach to such facilities, that might be reasonable. However the proposed development is entirely one sided on this issue, placing us in the invidious position of considering whether to prevent access to our facilities by non-residents.

### **E. Dams and Surface Water**

The loss of dams and failure to provide for any surface water retention or management areas is expected to reduce seepage into aquifers and also remove habitat for species such as the Eastern long-neck turtles. That these are not presently endangered is hardly the point. An additional concern is that removal of all of these dams could potentially result in the resident Eastern long-neck turtle population becoming a stranded population and an increased turtle road-kill and/or exposure to injury from domestic animals.

Developments such as this should aim to retain environmental features which promote the survival of local species and maximise the sustainability of the development. Removal of all dams and the absence of any common areas other than at the creek junctions indicate that these objectives are not embedded in the proposal.

### **F. Water tanks on Lots**

In our experience, an underground concrete tank with 120,000 litre capacity provides adequate water for households in most years (although not in the most recent drought). This is larger than the recommended figure proposed in the Development Application. It is possible that the developer's calculations have not considered reducing rainfall patterns. We suggest that all roof areas (house and shed) be required to be connected to a tank, especially when no other surface water provision is proposed. Developments should be taking into account the best projections of future rainfall, none of which are consistent with long term averages.

### **G. Drainage buffers**

Page 27 of the Land Capability Report states:

*The development of road infrastructure will incorporate drainage structures to re-route and accommodate the 1st Order Streams and minor drainage depressions which intersect the site. This will include a small section of 2nd Order stream flowing across the south western corner of the property from Isabel Drive. The several small farm dams associated with these drainage features will be filled.*

In the absence of details in the Development Application, we are unable to assess whether any adverse issues would arise from the intended re-alignment of the '2nd Order stream flowing across the south western corner of the property from Isabel

Drive' – that is, McClungs Creek. As the creek flows into Merryville Estate at that location, we need to understand the nature of any re-alignment and its potential for adverse effects in Merryville Estate before we can agree to any such re-alignment.

We also note that the properties adjoining Merryville Drive adjacent McClungs Creek currently experience flooding after heavy rain. We are concerned that the removal of the dams referred to in the above paragraph, as well as other dams on the development, will result in increased water flow into McClungs Creek, leading to an increased risk of flooding. Apart from property damage, the increase may result in damage to Merryville Drive as a result of water flowing over it. The primary cause of flooding in this area is inadequate drainage at the northern end of Merryville Drive, and if this application is to proceed Yass Valley Council needs to improve the drainage under Merryville Drive.

### H. Traffic Report

The Traffic Report is clearly based on incorrect assumptions about the traffic flow from Murrumbateman. The report relies upon data relating to the *entire* Yass Valley - including all of Yass and the regions to the north of Yass. Our understanding (contrary to the report) is that the great majority of persons living in and around Murrumbateman work in Canberra. We also consider the use of this invalid assumption to be contrary to the development of the Barton Highway, the development of which is of great importance for all residents of Murrumbateman.

We are concerned about the safety issues associated with the T-intersections with Isabel Drive and McIntosh Circuit. Similarly, we are concerned about safety issues associated with road access to proposed lots 105, 106 and 107 (where the only access is to McIntosh Circuit), and proposed lots 127, 128 and 129 (where the only access is to Isabel Drive). We request Yass Valley Council assess the risk of those T-intersections and of the lot access for those 6 lots, and consider whether the speed limit should be reduced to 60 km/hr from the end of Merryville Drive along the affected length of Isabel Drive, and along the length of McIntosh Circuit from its junction with South Street to a point along the affected length of McIntosh Circuit. On a similar basis, we consider the Development Application should exclude direct access to McIntosh Circuit for proposed lots 108, 110, and to Isabel Drive for lots 125 and 126.

Finally, as Saxon Place does not exist we see no advantage in extending Road 5 to the property boundary – a shorter road would lead to better lot sizes. Were Road 5 to be extended to Merryville Drive, there would be no advantage or utility for the residents of the proposed development. Rather the benefits would be limited to a short-cut for residents of Merryville Estate to McIntosh Circuit, with increased traffic flow into roads 5, 1 and 4 in the proposed development, to the detriment of residents in the development. While such an extension may be of value as a short-cut for Merryville Estate residents, we do not support the construction of any such extension.

### **I. Management of the Subdivision**

Yass Valley Council should take steps to ensure adequate protection of community interest is effected prior to the development proceeding.

It is not apparent how the subdivision will be managed. Specifically, will it be set up under the Community Land Management Act 1989 Act or on some other basis? If it set up under the Community Land Management Act, who will be responsible for ensuring all relevant commitments made by the developer are included in the Management Statement? If it is set up on a different basis, how will the various commitments made by the developer become a compliance requirement for all residents?

We understand the developer is the limited liability company Next Level Eighteen Pty Ltd. That company has an issued capital of 100 x \$1.00 shares. We are concerned that if problems occur during or following development, that company would have inadequate capital to rectify those problems, leaving residents and neighbours with no recourse to ensure completion, nor compensation.

We know from our experience in Merryville Estate that the management of green spaces is non-trivial. However the Development Application does not address how the two green spaces will be managed.

The Development Application makes no reference to building guidelines. Does this mean there will be no building guidelines to ensure a basic level of building consistency across the development? Or will building guidelines be included in a Management Statement? If so, what guidelines is the developer considering, and who will ensure they are included?

### **J. Conclusion**

To restate, we are not opposed to this style of development. However greater emphasis is needed on community, amenity and environment than is evident from this Development Application as currently presented. We expect that all of these issues could be addressed without critical harm to the viability of the development, were a more balanced approach taken by the proponents. We look forward to being able to discuss our concerns with both the developer and Yass Valley Council, to explore the issues and possible solutions.

### **K Correspondence**

All correspondence concerning this submission should be sent to the Merryville Estate Managing Agent:

Jan Browne  
Bridge Strata  
Level 1, 20c Monaro Street  
Queanbeyan  
NSW 2620

...../

Phone: [REDACTED]  
Email: [REDACTED]

[REDACTED]  
[REDACTED] 4 June 2020

Chair,  
Merryville Estate Community Association DP270092

**Executive Committee, Community Association DP270092**

[REDACTED]  
Community Association representative for  
Neighbourhood Association DP285319 (NH1)

[REDACTED]  
Community Association representative for  
Neighbourhood Association DP285678 (NH2)

[REDACTED]  
Community Association representative for  
Neighbourhood Association DP285843 (NH3)

[REDACTED]  
Community Association representative for  
Neighbourhood Association DP285885 (NH4)

[REDACTED]  
Community Association representative for  
Neighbourhood Association DP285940 (NH5)

## SUBMISSION #34

**Jeremy Knox**

---

**From:** Yass Valley Council <no-reply@wufoo.com>  
**Sent:** Sunday, 31 May 2020 1:10 PM  
**To:** YVC Customer Service Team  
**Subject:** Public Consultation online submission [#145]

**Name \*** [REDACTED]

**Address \*** [REDACTED]  
Murrumbateman, NSW 2582  
Australia

**Email \*** [REDACTED]

**Phone Number \*** [REDACTED]

**What item are you making a submission on? \*** DA200049

**Submission \***

While I have no issue in principle with the proposed development off Isabel drive, i would like to highlight a couple of issues that YVC should consider before approving the application as it stands.

1. Traffic to Isabel drive. The design appears to have several blocks with driveways off Isabel drive near the roundabout with Merryville drive, this is currently a blind spot and would be dangerous for residents. Reducing the speed limit to 60 and signage would help but it might be better to have only one access point further up the road.

2. Clearing of established Vegetation. i would like a rethink of the design to ensure the wildlife corridor along McClungs creek and the feeder reserve is maintained. Cutting down established trees to cram a few extra blocks in for more financial gain would be criminal. If trees are to be culled then i expect they will need to adhere to the same rules applied to other residents, plant 5 for every one chopped down, to do this they will need more green space allocated there is currently very little common green space.

3. General Traffic concerns. I would assume but believe the community needs guaranties that the road

infrastructure (primarily Isabel drive and MacIntosh cct) will be upgraded to accommodate an additional 150+ cars per day either way.

4. Adherence to the current give and take boundary with Merryville estate. At the very least the YVC should insist there is consultation with the management group for Merryville Estate, to ensure sensible decisions are made about common fencing.

thankyou

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## SUBMISSION #35

**Jeremy Knox**

---

**From:** Yass Valley Council <no-reply@wufoo.com>  
**Sent:** Friday, 5 June 2020 3:33 PM  
**To:** YVC Customer Service Team  
**Subject:** Public Consultation online submission [#170]

<b>Name *</b>	
<b>Address *</b>	  Murrumbateman, Nsw 2582 Australia
<b>Email *</b>	
<b>Phone Number *</b>	
<b>What item are you making a submission on? *</b>	DA200049
<b>Submission *</b>	"Support, but Yass Council needs to urgently prioritise infrastructure to support increase in population and traffic in surrounding area."

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## SUBMISSION #36

**Jeremy Knox**

---

**From:** Yass Valley Council <no-reply@wufoo.com>  
**Sent:** Friday, 5 June 2020 3:38 PM  
**To:** YVC Customer Service Team  
**Subject:** Public Consultation online submission [#172]

**Name \*** [REDACTED]

**Address \*** 

[REDACTED]  
Murrumbateman , NSW 2582  
Australia

**Email \*** [REDACTED]

**Phone** [REDACTED]

**Number \***

**What item** Isabel Drive DA  
**are you**  
**making a**  
**submission**  
**on? \***

**Submission \***

I do not fully approve of the new development at Isabel Drive.

In saying this, the potential it may bring, including a school in the very near future is tempting.

My main concern is an increase in road usage.

The new development is major. With this development there will be dramatically increased traffic on our already notoriously dangerous roads, both highway and local. There has to be a change to entering the main roads, for example McIntosh Cct at various points as well as potential speed limit changes (both of which would be unpopular), increased footpaths for pedestrians safety and just better, general upkeep of local roads with the increased use.

Adding to this, is the displaced wildlife, which become road kill.

The majority of owners would be working in Canberra, and as such continue to use Canberra's facilities (shopping,

groceries, leisure etc), it would be suffice to say they would not be adding to the local Yass economy, and Murrumbateman at this stage lacks vital facilities that would help this new development (and existing developments) thrive, including local grocery stores, infrastructure and leisure activities.

A development such as this, approved in its current format, truly effects every person trying to live in a semi rural community.

Thank you for your time

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## SUBMISSION #37

**Jeremy Knox**

---

**From:** Yass Valley Council <no-reply@wufoo.com>  
**Sent:** Monday, 1 June 2020 7:39 PM  
**To:** YVC Customer Service Team  
**Subject:** Public Consultation online submission [#147]

**Name \*** [REDACTED]

**Address \***   
[REDACTED]  
Murrumbateman, NSW 2582  
Australia

**Email \*** [REDACTED]

**Phone Number \*** [REDACTED]

**What item are you making a submission on? \*** DA200049 – Isabel Drive Murrumbateman (108 lot subdivision)

**Submission \***

I am writing to formally object to the subject DA on the grounds of insufficient consideration of supporting infrastructure requirements and lacking assessment on the impact on native wildlife in the area of the proposed subdivision. Specifics of my objection on these grounds are summarised in the following two points:

– Local roads for entry and exit to the proposed subdivision are not developed enough to support the associated increase in traffic that will arise once the subdivision is complete and occupied by new residents. I challenge the assertion in the DA traffic assessment that 50% of new traffic will head to Yass and 50% will head to Canberra during peak travel periods. This is not consistent with observations and experiences of current residents of Merryville Park and Merryville Estate. Almost all traffic moving through McIntosh Cct, Isabel Drv, Merryville Drv and South St during peak periods of weekday mornings and evenings moves to the Barton Hwy and heads to Canberra. Furthermore, there is no pedestrian footpath along much of McIntosh Cct and Merryville Drv, exacerbating an existing safety risk for local residents moving along these roads either on foot, bicycle or horseback. In short, the roads are simply not developed enough to support another 108 lots and need large-scale improvement or the development of alternate routes to the Barton Hwy.

– Stage 3 of the subdivision, specifically lot 204, 205 and 208 encompassing sections of McClung's Creek, are a natural transit route for local native wildlife and habitat for a wide variety of native birds. I see no evidence in the DA to suggest the environmental impact of developing these specific lots has been thoroughly assessed. Of course, denying local wildlife of safe transit routes risks forcing them to move more frequently across the same roads mentioned above, further increasing the already challenging traffic and road safety considerations.

I would like to close by stating that I do not oppose or object to subdivisions or future developments in the Murrumbateman area altogether. I understand the need for progress and the benefits that a larger, more developed community will bring to the Yass Valley Region. However, such developments need to be supported by commensurate investment in road infrastructure and proper consideration of leaving watercourses and dams undeveloped as community land and nature reserves/habitat for local native wildlife. In my opinion, DA200049 does not adequately address these requirements and should be modified accordingly prior to gaining Council approval to proceed.

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## SUBMISSION #38

**Jeremy Knox**

---

**From:** Yass Valley Council <no-reply@wufoo.com>  
**Sent:** Monday, 1 June 2020 7:49 PM  
**To:** YVC Customer Service Team  
**Subject:** Public Consultation online submission [#148]

**Name \***

██████████

**Address \***



██████████

Murrumbateman , NSW 2582  
Australia

**Email \***

████████████████████

**Phone**

██████████

**Number \***

**What item** DA200049 – Isabel Drive, Murrumbateman

**are you  
making a  
submission  
on? \***

**Submission \***

I am writing to object the subdivision DA200049 – Isabel Drive, Murrumbateman, on the grounds of insufficient infrastructure requirements and impact on native wildlife.

– Macintosh Circuit is a fragile road. An increase in traffic along this road would see it demise rapidly. Pot holes develop quickly with heavy rainfall in its current state.

– Macintosh Circuit would also become the main road used for entry onto the Barton Highway. Traffic would back up along Macintosh during peak times, as the majority of people in this area head into Canberra for work and schools. Additionally cars along this road would be problematic without a significant upgrade. Traffic lights may need to be considered for safe entry onto the Barton Highway to accommodate additional commuters.

– Stage 3 of the development is a real concern, with only one road feeding into the development. This is a potential fire hazard. Only having one road in and out of Stage 3 puts all potential residents at risk.

- Certain blocks to be sold off in the Stage 3 development would have significant impact on native wildlife. The development of blocks 204, 205, 208, 184, 185 and 186 threaten not only the creek line but those animals that live along it.

- Furthermore, I am concerned about the additional use/pressure that would be placed on the bore pump that is situated between potential blocks 204 and 205. This bore pump has been generating excessive noise pollution for over 12 years. The run down shed had been upgraded recently, however half of that shed has since blown down. The amount of noise generated from the bore pump can be heard from all residents in Oat Place and Lucerne Place. I for one, would like to see it permanently removed rather than used more frequently.

Overall, the new development requires broader considerations of the issues outlined above and significant modifications prior to approval.

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## SUBMISSION #39

**Jeremy Knox**

---

**From:** Yass Valley Council <no-reply@wufoo.com>  
**Sent:** Tuesday, 2 June 2020 6:19 PM  
**To:** YVC Customer Service Team  
**Subject:** Public Consultation online submission [#149]

**Name \*** [REDACTED]

**Address \*** [REDACTED]  
Murrumbateman , Nsw 2582  
Australia

**Email \*** [REDACTED]

**Phone Number \*** [REDACTED]

**What item are you making a submission on? \*** DA200049

**Submission \***

The proposed subdivision should NOT go ahead as planned for the following reasons:

1. The blocks are far too small to be rural blocks within keeping of the current estates surrounding
2. Not enough public infrastructure to support a further 108 blocks and humans and animals
3. This land needs to remain open to allow firebreaks within the community
4. Macintosh cannot support more traffic on that road
5. The Murrumbateman school?? Has not commenced to support a rapidly growing community. School bus network is already stretched. Children are often late getting to school let alone adding a further 108 blocks.
6. No larger supermarket to support community
7. Water tanks must be underground in keeping with Merryville estates. Underground and dam water considerations?
8. Blocks 180, 204, 207 and 208 MUST remain as open space for wildlife and native animals
9. McClunes creek is a FLOODWAY when it rains. Houses should not be built on this land.
10. If this subdivision is to be redesigned as it must be, the blocks need to be bigger and allow for open spaces within the division.

11. Perhaps common sense and careful planning needs to go into this sub division, not cram blocks in and profit as much as possible.

PLEASE listen to the community on the overwhelming feedback of this development!

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**SUBMISSION #40**

**Jeremy Knox**

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**From:** [REDACTED]  
**Sent:** Saturday, 6 June 2020 8:28 AM  
**To:** YVC Customer Service Team  
**Subject:** Submission DA200049

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Jeremy,

We have received a letter in regards to the Development Application DA200049- Isabel Drive, Murrumbateman. We **strongly disagree** with this development application going ahead.

We are writing a submission to the development. Here are our concerns:

- We live on McIntosh circuit and this road is already has heavy traffic coming and going.
- People move out to the country for space, fresh air and be ale to walk out to the backyard without their next door neighbour being right there under their noses.
- The development plans look like we are becoming a suburb full of houses.
- More houses and blocks include more noise levels. People move out to the country for a reason. If they want to live around with everyone in their backyard they would move back to Canberra.
- We live in Vineyard Ridge and our bore water supply in summer is never sufficient and is always running out. More houses mean more bore water consumption, how is this being addressed?

Kind regards

[REDACTED]  
[REDACTED] Murrumbateman.

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## SUBMISSION #41

**Jeremy Knox**

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**From:** Yass Valley Council <no-reply@wufoo.com>  
**Sent:** Thursday, 4 June 2020 8:42 PM  
**To:** YVC Customer Service Team  
**Subject:** Public Consultation online submission [#155]

**Name \***

[REDACTED]

**Address \***



[REDACTED]

Murrumbateman , NSW 2582

Australia

**Email \***

[REDACTED]

**Phone**

[REDACTED]

**Number \***

**What item** DA200049 – Isabel Drive, Murrumbateman

**are you  
making a  
submission  
on? \***

**Submission \***

Statement of environmental Impact

3.2 Traffic and Access

Access to the proposed development will be via three new roads connecting to Colonial Place to the north

Colonial Place by definition is, according to the NSW Address Policy and User Manual is in Para 6.10 Road Types, a "short, sometimes narrow, enclosed roadway"

Under this definition Colonial Place can not be used to access the new development as proposed.

Pedestrian/Cycle Access

Road verges do not include dedicated footpaths for pedestrians and cyclists, which is consistent with the surrounding road networks.

The surrounding streets of Colonial Place and Governor Drive both have dedicated footpaths for pedestrians and cyclists. Consistent with the traffic management predictions of an extra 85 trips per hour, safety of pedestrians and

cyclists must take precedence with footpaths installed throughout the proposed estate.

### 3.3.3 Electricity

It is considered that existing electricity network has capacity to supply an additional 106 dwellings.

There is no supporting document that provides assurance to the community that this will be the case.

### 3.3.4 Telecommunications

Lots will be serviced for telecommunications by the National Broadband Network (NBN). It is assumed that the NBN network has capacity to supply an additional 106 dwellings.

The NBN is struggling to cope with the current dwellings that surround the new proposed Estate often dropping out and becoming unusable. By using the word 'assumed', there has been no further research conducted by the developer as to if the network has further capacity to support the 106 new proposed dwellings. This will further disadvantage current property owners and affect businesses, people working from home and students. This research, report and if needed infrastructure improvements must be conducted and completed prior to the development progressing forward.

### 3.3.1 Water supply and sewerage treatment

Murrumbateman does not have mains sewerage or water connections. The town is currently serviced by a ground water supply drawn from three different bores. Existing lots are serviced by on-site sewage management systems. Bore water undergoes a disinfection treatment process prior to household supply. It is occasionally of below average quality, encounters supply issues in the dry summer months and also does not provide a secure water supply for the current Murrumbateman village, or for any future growth.

It has been highlighted in the above paragraph Murrumbateman's ground water supply is below average quality, encounters supply issues during the dry summer months and does not provide a secure water supply for the current Murrumbateman Village or any further growth. Living in the vicinity of this new development, the current bore network is unreliable often breaking down. The proposed development will put further strain on an already vulnerable system. This will again further disadvantage the current residents in the surrounding Estates.

### 3.3.2 Stormwater

Stormwater from houses is to be 100% plumbed into proposed 90kL stormwater tanks

During the past and preceding summers, many residents of Murrumbateman ran dry of essential water provided by

their tanks. This put an enormous strain on the water carters that service Murrumbateman to keep supply to these properties, often with a multiple day wait to receive water. These extra 106 residents will put extra strain on these carriers. It is proposed to avoid this potential situation that the minimum tank size be increased to 160kL. This will need to be coupled with a total onsite roof collection area of a minimum of 350 square meters. It is often seen that current residents with a total under this fail to fill their tanks are often need to purchase water.

Objectives of the zones.

Table 6 R2 Objectives

To enable other land uses that provide facilities or services to meet the day to day needs of residents  
Consistent. The subdivision includes common space for informal recreation and provision for footpaths and cycle paths.

This is inconsistent. The submitted plans provides common space that is not usable for informal recreation as it is considered swamp land. This area needs to be addressed or the developer needs to direct money into the upgrade of the Murrumbateman Recreational Grounds to include better sporting and communal facilities.

Figure C Land Capability Assessment

Constraints to effluent disposal

The proposed effluent disposal area of the blocks that back onto the residences on the Southern side of Marquess Place are placed at the top of the rise. If these Effluent Disposal Areas overflow, the runoff will flow on to the Marquess Place properties. This has been proven with the overflow of the Bore Tank running onto 21 and 23 Marquess Place.

It is proposed that these areas are moved further towards the southern side of lots 169 through 179.

Traffic Impact Assessment

3.2 It could be estimated that that approximately 50% of people who live Murrumbateman travel to Canberra for work. However, work trips typically only make up 15% of daily trips . Other reasons for travelling to Canberra include education and shopping, which make up 9% and 16% of daily trips respectively. Based on these trip proportions, it appears reasonable to assume that 50% of daily trips are travelling to and from Canberra.

This is an assumption that needs to be explored further detail. The document provides no further research of current traffic movement and the assumption of only 50% of traffic travelling to Canberra for employment and schooling is unreasonable. There is no private high school in Yass and further increasing travel to Canberra. Prior to the development being approved it is asked that the developer provide facts rather than assumptions to

back their assessments.

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## SUBMISSION #42

Jeremy Knox

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**From:** [REDACTED]  
**Sent:** Thursday, 4 June 2020 2:15 PM  
**To:** YVC Customer Service Team  
**Cc:** [REDACTED]  
**Subject:** DA number DA200049

[REDACTED]  
[REDACTED]  
Murrumbateman NSW 2582  
[REDACTED]

To whom it may concern,

### DA number DA200049 - Isabel Drive, Murrumbateman

We are writing to lodge our opposition to the proposed development off Isabel Drive in Murrumbateman. While we accept that Murrumbateman will continue to develop and we are encouraged this particular proposal includes large lot residences, we oppose the development on the basis of the Traffic Impact Assessment.

The Traffic Impact Assessment (Traffic Report) prepared by SMEC appears to be a desktop exercise and not based on any actual observations. Assumptions are included that indicate a general unawareness of the actual situation in our community. The Traffic Report is in our opinion flawed and we request that Council require it to be peer reviewed to ensure it is based on accurate data.

We question the assumption at section 3.2 *Traffic Distribution* that 50% of traffic will travel north to Yass and access the Barton Highway from South Street. From a traffic generation perspective the Traffic Report seems to suggest that Yass provides an employment and services centre equal to Canberra and we believe this assumption is seriously flawed.

We also question the assumption that work trips only make up 15% of trips, perhaps this is true on the weekends but from Monday to Friday we believe the situation is very different. We do not believe broad brush data for NSW is representative of the situation in Murrumbateman. We believe the majority of traffic traveling south to Canberra on the weekdays is related to work trips. We do not have data to back this up, but as residents who occupy one of the last properties on McIntosh Cct before the intersection with the Barton Highway our observations of the steady stream of vehicles driving past our house from 7-9 am and 4-6 pm provides fairly solid anecdotal evidence.

The traffic report also fails to address the additional movement of tradespersons and heavy vehicles on McIntosh during the development phase of the project. Council must address these issues with the Traffic Report.

Even if this development were not to go ahead, McIntosh requires upgrading and Council must meet its responsibility to provide adequate infrastructure to match usage and ensure safe passage for a range of different users. As the traffic report correctly points out, McIntosh has little to no shoulder and lacks a centre line. McIntosh is regularly used by cars, school busses, heavy trucks, bikes, horses, and foot traffic.

We understand a bike path is being planned, this was announced last year and there has been no communication with the community that we are aware of about this status of this project. While the project is promising our observation after living in Australia for the past 11 years is federal, state and local governments all have abysmal records when it comes to delivering new, and maintaining existing infrastructure. If Council proposes to use the development of a bike path as a solution for the mixed use of McIntosh, that infrastructure should be in place before any development occurs.

Finally, we have provided Council with our names and address. However, this is for Council purposes only and we do not grant Council permission to publish, forward, exhibit, or distribute our **names, email or address** in the public domain, to the proponent or to any third parties.

Yours sincerely

████████████████████

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## SUBMISSION #43

**Jeremy Knox**

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**From:** Yass Valley Council <no-reply@wufoo.com>  
**Sent:** Friday, 5 June 2020 3:37 PM  
**To:** YVC Customer Service Team  
**Subject:** Public Consultation online submission [#171]

**Name \*** [REDACTED]

**Address \***   
[REDACTED]  
Murrumbateman, NSW 2582  
Australia

**Email \*** [REDACTED]

**Phone Number \*** [REDACTED]

**What item are you making a submission on? \*** DA200049

**Submission \***

The DA known as 200049 presents to me, as nearby resident, with a number of serious concerns, which I have outlined below.

1. The development is clearly at odds with the direction for Murrumbateman, outlined in the Council's document titled "Yass Valley Settlement Strategy 2036, August 2019 version, page 65 clearly states "the preferred direction for expansion is to the north and north west of the village". Why is the 2012 version referred to in the submitted Statement of Environmental Effects and the updated version being ignored (page 25 section 4.7)
2. Traffic. I note with interest the information in the traffic study which used] generic calculators and appears to suggest that only 85% of how uses would be driving along McIntosh on anyone day. I am not sure that the calculators they used took into account our location, distance to public transport and the simple fact that most homes will have at least 2 drivers. It also completely failed to comment on the massive impact on the local roads of contrition vehicles for the next 5 plus years – it is a seriously flawed study and needs a complete review.
3. Essential services. The Statement of Environment Effects makes two seriously flawed assumptions on page 13, section 3.3.3 Electricity, and 3.3.4 Telecommunications. It is assumed that the currentInfrastructure will support an

additional 100 homes. There doesn't appear to be any supporting documentation from the infrastructure providers and there has obviously not been any consultation with local residents as the lack of provision of reliable electricity and telecommunications is high on the listing of local concerns. This requires further investigation and response from the infrastructure providers.

4. Roads. I am not wishing comment on any roads that are being built but as to the complete lack of comment of the state of the affected existing roads – namely McIntosh Cct and South St. I have been a Murrumbateman resident for just over 5 years. During that period McIntosh Cct has constantly been dug up and repealed due to dangerous pot holes. The surface is appalling and can't manage existing traffic. What road and surface renewal strategy will the developers, or council, be implementing to ensure that over next 5 years the road remains safe?. There is a glaring lack of consideration in the application to the next 5 years, or more, of heavy vehicle traffic that will be using McIntosh Cct and South St during the development and then the hoe building process. This is a major issue and has been completely ignored. As a rate payer I do not believe that I should be subsidising road repair works caused by heavy vehicles involved in a construction process for a private company.

5. Footpaths. As mentioned in the traffic study, it appears that the developer expects minimal increase in traffic – yet upwards of 400 people will be moving into the area. Therefore they must be assuming that people will be catching the non-existent Murrumbateman public transport, or, more likely walk the 4 or 5 or 6 km to the Barton Hwy to catch the bus to Canberra or Yass. The issue with this is that there is no footpath on the southern route to the highway on McIntosh nor is there a continuous footpath to the village or highway on the northern route. Are people expected to walk on the road and if so, McIntosh Cct and South St are not wide enough for people to walk and compete with heavy contrition vehicle and cars/ delivery trucks etc. This too needs to be explained and definitive statements provided.

6. Conflict of Interest. Why was a conflict of interest not declared by Elton Consulting in the preparation of this Application. – I reference their website –

"Elton Consulting was engaged to investigate and develop the strategic direction for growth of the Yass Valley Local Government Area (LGA) for the next 20 years.

Our strategy analysed the growth projections for the LGA from a range of sources, reviewed the current strategic planning context for the region and undertook a thorough investigation of opportunities and challenges for the LGA and each settlement.

The strategy also provides guidance as to how future growth could be accommodated within existing settlements without compromising existing characters or land uses.

The strategy responds to increasing pressure for single residential houses in Yass Valley because of changes in policy in the ACT and the constraints of water as a critical limiting factor on growth in several areas"

What inside knowledge did they have and why was it not declared. This is must be answered with a full and detailed response.

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## SUBMISSION #44

**Jeremy Knox**

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**From:** Yass Valley Council <no-reply@wufoo.com>  
**Sent:** Friday, 5 June 2020 7:59 AM  
**To:** YVC Customer Service Team  
**Subject:** Public Consultation online submission [#161]

**Name \*** [REDACTED]

**Address \***   
[REDACTED]  
Murrumbateman, nsw 2582  
Australia

**Email \*** [REDACTED]

**Phone Number \*** [REDACTED]

**What item are you making a submission on? \*** DA200049 – Isabel Drive, Murrumbateman

**Submission \***

I am concerned about this proposed subdivision for a number of reasons.

1. Firstly – what strategic vision do you have for Murrumbateman. This has never been articulated by Council. It appears that it is being turned into a satellite suburb for Canberra with no thought or sustainability and no consideration of keeping the lovely rural atmosphere that Murrumbateman once had..

2. Public Transport. Currently this is totally inadequate for commuting to Canberra or Yass. There are a couple of services from Canberra city with no thought of those working other than in the city. If you miss the last bus at around 5.30pm there is no way you can get home. There is also very limited services to Yass and nothing is available on the weekend. There is no way that there should be any further development until this is addressed.

3. The Barton Highway. Until this highway is developed and improved and duplicated to take the amount of traffic it now handles adequately. There should be no further subdivisions to increase the number of dwellings in Murrumbateman.

4. McIntosh Cct. Currently Council cannot adequately maintain the quality of this road. Any further subdivisions requiring the use of this road should not proceed until this issue is addressed. Council just did some improvements and already big pot holes are forming. Increasing the amount of traffic on this road as it currently is not safely sustainable.

5. Schools. With more and more restrictions being placed on cross border schooling, has Council considered how to address schooling needs of the community into the future.

6. Hospital and medical services. Again with the ever increasing restrictions on cross border hospitalisations and access to emergency services can current facilities cope with the demand and are adequate resources allocated to ensure patient safety?

7. Water. How can further developments be sustainable when the current water supply in Murrumbateman is not secure. Having lived in Murrumbateman for over 25 years the bore pressures have decreased incredibly for those lucky enough to have them. What is going to happen when you deplete all the underground water reserves which will happen given the amount of subdivisions Council is approving and there is no reliable water supply.

8. Infrastructure and other services. What other services are you planning to support the further development of Murrumbateman?

I would like to see all of these issues addressed prior to the approval of any further subdivisions in the Murrumbateman area.

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## SUBMISSION #45

**Jeremy Knox**

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**From:** [REDACTED]  
**Sent:** Monday, 18 May 2020 4:47 PM  
**To:** YVC Customer Service Team  
**Subject:** DA200049

Director of Planning.

I write to support the approval of DA200049-Isabel Drive , Murrumbateman.

This proposal is consistent with the requirements of the LEP and is consistent with all the recent Council Consultation regarding Strategic Plans , Master Plans etc as endorsed by the Local Community.

The documents show a high quality of design and community amenity over and above those subdivisions of recent times.

The level of detail and engineering demonstrates a commitment to a high quality development that will be of benefit to the local community and sets even higher standards of those achieved in the past.

Regards [REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

Murrumbateman NSW 2582

[REDACTED]  
[REDACTED]

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## SUBMISSION #46

**Jeremy Knox**

---

**From:** [REDACTED]  
**Sent:** Wednesday, 20 May 2020 5:43 PM  
**To:** YVC Customer Service Team  
**Cc:** Cr Mike Reid  
**Subject:** submission re DA200049 Isabel Drive, Murrumbateman

Dear Council folks,

I am concerned about this application and would like to see more thought given to, and explanation provided about the following:

### **Common use Amenities**

Development substantially increases the numbers of residents in the are but the entire development has no allowance for public space of any kind and whilst there are areas in existing Merryville Estate it would seem reasonable that there be a least a Dog Walking area and possibly a playground or other recreational space in the proposed development.

If some allowance is not made it seems reasonable to assume the new residents will use facilities in Merryville Estate - but I would point out these facilities are funded by Merryville Estate residents not as a general council resource. If no allowance is to be made then perhaps some thought should be given to developer making a contribution to Merryville Estate facilities and for new residents to contribute through their community association fees or some contribution from council from their rates

### **Traffic Safety on new Isabel Drive intersection**

The traffic study states in 3.2 Traffic Distribution

- 50% of the traffic will leave Murrumbateman and travel north towards Yass
- 50% of the traffic will travel to destinations inside Murrumbateman or Canberra

Yet experience in Merryville Estate is that in the morning and evening the majority of the traffic is heading to/from Canberra and this is not accounted for in traffic study and also the intersection with Isabel Drive appears to be a plain intersection with no turning lanes and granted that Isabel Drive is a 70 Km/h piece of narrow rural road, prone to fog and significant morning and evening glare ,and has significant crest near for coming from McIntosh Circuit this seems to be relatively high risk.

It is also of note that Isabel Drive gets a significant amount of heavy vehicle traffic using the transfer station and this will further increase the danger inherent in a unmitigated plain intersection.

It is note worthy that the entry to Merryville Estate has a significant roundabout that is important to calm traffic and promote safety and I would request that suitable turning lanes as well as road widening around intersection be done as part of development.

I do not believe that the Traffic Study has adequately enumerated the likely risk nor suggested adequate mitigations.

### **Adequate planning for provision of Fire Hydrants and water supplies**

It is unclear to me from DA exactly what is proposed in plans for the Water Reticulation System. I assume it is a non potable bore water system similar to what was provided to Merryville Estate when constructed. That system has shown itself not to be robust and has been a significant cost to repair and maintain for the community. Also the plan legend has entry Fire Hydrants but I could not see any only the actual Utilities Plan Sheet 1 to 3 – in particular there was no Fire Hydrant Water Access point shown near the main 2 x 240KL tanks. Also this is not a lot of storage for the number of blocks and level of properties to be protected in the event of a major fire event and

this seems entirely inadequate to protect 100+ dwellings and their residents. In particular the lack of a significant dam and clear services to provision water for Fire Services strikes me as sub-optimal.

I would be grateful your detailed response to these concerns as part of the application review

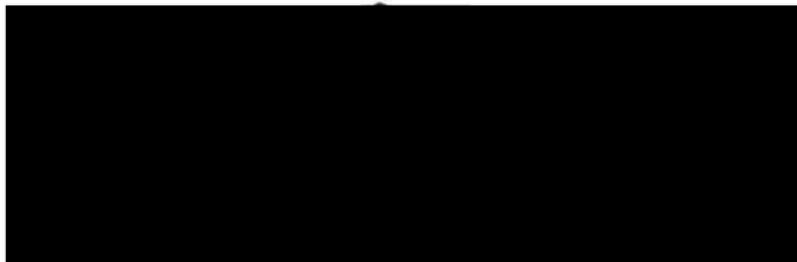
Regards

██████████

██████████████████

Murrumbateman, NSW, 2582

██████████



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## SUBMISSION #47

**Jeremy Knox**

---

**From:** Yass Valley Council <no-reply@wufoo.com>  
**Sent:** Thursday, 4 June 2020 9:34 PM  
**To:** YVC Customer Service Team  
**Subject:** Public Consultation online submission [#158]

**Name \***

[REDACTED]

**Address \***



[REDACTED]

Murrumbateman , NSW 2582  
Australia

**Email \***

[REDACTED]

**Phone Number \***

[REDACTED]

**What item are you making a submission on? \*** DA for Murrumbateman

**Submission \***

I oppose the new subdivision between carrington estate and the back of Shaw winery. We moved out to Murrumbateman to get away from smaller blocks and lots of people. We don't have the infrastructure to support more residents not to mention the already congested Barton Highway. The one thing I love about Murrumbateman is driving past empty paddocks because it's rural. If this subdivision will be anything like fairly it will look appalling and people will be living on top of each other. Please don't do this - leave it semi rural with the beautiful landscape it has.

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Jeremy Knox

**SUBMISSION #48**

**From:** Yass Valley Council <no-reply@wufoo.com>  
**Sent:** Monday, 1 June 2020 5:13 PM  
**To:** YVC Customer Service Team  
**Subject:** Public Consultation online submission [#146]

**Name \***

[REDACTED]

**Address \***



[REDACTED]

Murrumbateman, NSW 2582  
Australia

**Email \***

[REDACTED]

**Phone**

[REDACTED]

**Number \***

**What item** DA200049 – Isabel Drive, Murrumbateman

**are you  
making a  
submission  
on? \***

**Submission \***

While not against the DA, there are some aspects that need clarification:

Public Space – The DA identifies only two public spaces namely lots 172 and 208. Lot 172 is also identified as being part of a proposed access to Colonial Drive and therefore is not considered as being of sufficient size to class as public space. While it is easy to see why Lot 208 has been offered as public space due to the topography surrounding McClung's Creek, why not add lot 207 (and possibly Lot 180) to preserve all the surrounds of McClung's Creek and therefore create a decent public reserve (withy the possible addition of public amenities).

Water Access – the DA states "The existing Shaw Vineyard Estate has access to bore water supply (WAL 28274), located on the subject site. The proposed subdivision will benefit from access to WAL 28274 to provide a supplementary source of reticulated non-potable water." It also states that a new bore will be constructed on Lot 208. As many properties surrounding this area are dependent on the same aquifer, will there be restrictions/controls placed on the annual consumption of future residents so that other bores are not negatively impacted?

Traffic and Access – the DA states that "A small cul-de-sac has also been included to the southwest corner, which has the potential to link to Saxon Avenue, subject to future design and approvals." This assumes that a non-existent road called Saxon Place would be constructed and that local residents of Merryville Estate agree to the additional traffic that would then use Merryville Drive as an access road. This assumption has never been raised with Merryville Estate residents for their concurrence. The assumed peak hour traffic increase is also not accurate considering most rural residential properties in this area house two or more vehicles. The supposition that 50% of vehicle movement will be towards Yass is also dubious. Furthermore, driveways with direct access to Isabel Drive will pose an increased traffic risk as this section of roadway is prone to decreased visibility in fog.

Flora – the DA details that "The extent of the Yellow Box–Blakely's Red Gum PCT is shown in Figure 13 of this SEE." It then classes the Flora into two zones being "Windbreak" and "Shelterbelt". It does not however, state whether any trees in these two zones will be removed. Shelterbelts bordering Lots 190 to 197 were I believe, established on the boundaries of this property several years ago at cost to Australian tax payers and now as fully established trees they should not be removed. They provide a habitat for fauna, as well as being windbreaks and noise and dust suppressors.

Infrastructure. The YVLEP 2013 requires that the development should "enhance service provision in each of the villages in Yass Valley". While the developer believes that the proposal is "consistent" in this regard, it does not in fact add to service provision but instead places more demand upon an already limited infrastructure in Murrumbateman, the lack of a school being a primary factor.

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## SUBMISSION #49

**Jeremy Knox**

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**From:** Yass Valley Council <no-reply@wufoo.com>  
**Sent:** Thursday, 21 May 2020 2:51 PM  
**To:** YVC Customer Service Team  
**Subject:** Public Consultation online submission [#141]

**Name \*** [REDACTED]

**Address \*** 

[REDACTED]  
Murrumbateman, New South Wales 2582  
Australia

**Email \*** [REDACTED]

**Phone** [REDACTED]

**Number \***

**What item** DA200049 – Isabel Drive, Murrumbateman

**are you  
making a  
submission  
on? \***

**Submission \***

The development plan has multiple potentially deadly consequences that must be reconsidered prior to approval.

In the road plan, the assumption is made that 50% of traffic will travel south to Canberra and 50% North to Yass.

This has no basis and based on community feedback, highly incorrect. Many children in Murrumbateman are schooled in Canberra and most adults will be employed in Canberra. Many households use 2 vehicles for commuting and so potentially more than 200 vehicles will be travelling each way, each day, mostly to the south along McIntosh Cct. Unemployment rates in Yass are high and it is

less likely that commuters will be heading towards Yass meaning the majority will be entering the Barton Highway from McIntosh Cct towards Canberra. This intersection is already precarious during peak traffic times. There are also a large number of blind approaches to driveways near school bus stops along McIntosh Cct and Merryville Drive.

The roads entering the proposed area including McIntosh Cct are in terrible condition, with heavy increases in traffic the road will be even more unsafe.

With regards to Merryville Estate, the plan will back on to the estate. Merryville Estate will see an increase in local traffic and undoubtedly the use of the estate's communal facilities by people not paying the strata fees. Merryville Drive in particular is already dangerous for pedestrians due to there being no side walks. In order to reduce the risk to pedestrians, footpaths should be built throughout Merryville Estate and elsewhere in Murrumbateman where traffic will be increased.

Yass Valley Council has a duty of care to improve road and pedestrian infrastructure on all roads associated with this development including McIntosh Cct, Merryville Drive, Isabel Drive etc prior to approval of this application.

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## SUBMISSION #50

**Jeremy Knox**

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**From:** [REDACTED]  
**Sent:** Thursday, 21 May 2020 3:11 PM  
**To:** YVC Customer Service Team  
**Cc:** MPA Secretary  
**Subject:** DA number DA200049 - Isabel Drive, Murrumbateman

Hi Yass Council

My comments on the proposed development of land referred to as DA200049 - Isabel Drive, Murrumbateman.

I would like to see McClung Creek and its banks accessible to the public not included in any private properties. Surveys done by Yass Council in the past have always shown the public requests for more walking/riding tracks around Murrumbateman.

One main area of safe walking and riding track would be along McClung Creek. Part of the creek is already accessible to the public, via Merryville Estate, and this access should be continued along the creek as part of this development.

Future development into Hawthorn should also include access to McClung Creek for walking and riding purposes.

**Stage one** blocks 129, 132, 133, 134, 135, 136 and 137 appear to have McClung Creek along their boundaries. Care should be taken to ensure the creek is not included in the private blocks.

**Stage three** blocks 180, 184, 185, 186, 187, 204, 206, and 207 all have part of McClung Creek included in their property. The boundary of these properties should be realigned to allow the creek to be accessible to the public.

Blocks 35, 36, 37 and 38 on Governor Drive in Carrington Park appear to back onto an unnumbered block that is part of the stage three development. There is not indication of the purpose of this block. A large portion of this block consists of McClung Creek and should be left undeveloped.

Thanks  
[REDACTED]

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## ADDENDUM TO SUBMISSION #32

Jeremy Knox

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**From:** [REDACTED]  
**Sent:** Tuesday, 2 June 2020 7:28 PM  
**To:** YVC Customer Service Team  
**Subject:** Fw: DA200049 - Isabel Drive, Murrumbateman - objection to development application

Apologies, but in my previous e-mail I failed to provide my phone number: [REDACTED].

I would also like to query how it is possible that the applicant for this sub-division can also have been contracted by the Yass Valley Local Government area to develop a strategic direction for growth. It would seem to be a conflict of interest, at the very least, for them to have set the direction for growth management in the area, and simultaneously be applying for sub-division approval.

Regards

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Tuesday, 2 June 2020 7:13 PM  
**To:** council@yass.nsw.gov.au  
**Subject:** Fw: DA200049 - Isabel Drive, Murrumbateman - objection to development application  
I got a bounce-back. Hopefully it gets through this time

---

**From:** [REDACTED]  
**Sent:** Monday, 1 June 2020 10:20 AM  
**To:** Council@yass.nsw.gov.au  
**Subject:** DA200049 - Isabel Drive, Murrumbateman - objection to development application  
Good morning YVC,

I am writing to lodge an objection to DA200049, Isabel Drive Murrumbateman application for sub-division.

Over the last 10 years, Murrumbateman has seen extensive growth, including more and more sub-divisions. There has been no requisite growth in infrastructure and the addition of so many houses is putting strain on existing infrastructure. Issues with the proposed development are numerous:

1. McIntosh circuit road breaks down every time it rains. With an additional 216 vehicles on the road every day (assuming 2 vehicles per household, which is a conservative assumption), the road will be in further disrepair. Any suggestion that half of the traffic will be heading to Yass each morning is farcical. Property prices in Murrumbateman are high, and jobs in Yass are scarce. The reality is that most, if not all, people buying in the estate will be working in Canberra and therefore an extra 216 vehicles will be driving the road at peak hours.
2. Isabel drive is already dangerous, with cars driving well over 70km/h, with the population growing there are more people, and families out exercising along the roads and my own family have had a number of near misses on Isabel drive with vehicles driving too fast and nowhere on the overgrown verges for a family to get off the road and out of the way of cars. This was not an issue 15 years ago as traffic along the road was light and cars few and far between. With the ever-increasing

population, traffic is becoming heavier and heavier with very little additional infrastructure in the way of walking paths (paths going 1/3 of the way along Isabel and half way along McIntosh are woefully insufficient).

3. When we moved to Murrumbateman 17 years ago, we were advised that the area on Isabel drive is a known habitat for superb parrots. Superb parrots feed on grasses, which are diminishing more and more with the loss of open paddocks. Not having seen the environmental impact statement for the estate, I cannot comment on whether this has been considered, however it must be assumed that the sub-division will impact on available food for parrots living along Isabel drive. Likewise, with reports in recent years of vehicles hitting and killing groups of superb parrots in the Yass Valley area, it can only be assumed the addition of an extra 216 cars will also impact the endangered species.
4. The impact of so many additional vehicles on other wildlife is increasing also. We have seen more and more echidnas, turtles, kangaroos and birds killed on local roads.
5. In addition to the already dangerous nature of Isabel drive, we have noticed a dramatic increase in littering along the road. This can only be attributed to the increasing number of vehicles taking rubbish to the tip and not appropriately covering their loads. Again, in an area that we are told is habitat to an endangered species, consideration needs to be given to the environmental impacts of increased littering/rubbish accumulation. We have seen no indication of YVC attending to this rubbish problem. In fact our 8 year old daughter has become sufficiently concerned that when we go out on family walks she has persuaded us to bring a garbage bag and tongs to clean it up ourselves. The continued increase of human impact on the area from additional houses will only add to this problem.
6. The Barton highway has become increasingly dangerous, with an increased population resulting in an increase in dangerous driving. Until such time as the highway is fully duplicated between Yass and Canberra, YVC should not be approving such large scale additional housing which will put extra strain on the already strained road infrastructure.
7. With an increase in numbers of smaller blocks occupied by people unfamiliar with living in a rural environment, we have also seen an increase in attacks on livestock and wildlife due to un-contained dogs and cats. These not only impact on the superb parrot, but also on other wildlife. From our own experience we have seen an increase in birds being killed. It also creates conflict within the community with farmers and other livestock owners regularly subject to vet bills and loss of livestock from the impact of pets. This will only continue to increase with additional small blocks being introduced.

Regards

██████████  
██████████  
Murrumbateman

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**SUBMISSION #51**

**Jeremy Knox**

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**From:** [REDACTED]  
**Sent:** Tuesday, 19 May 2020 12:15 PM  
**To:** YVC Customer Service Team  
**Cc:** [REDACTED]  
**Subject:** DA200049

To whom it may concern,  
I was looking at the plans for this new sub-division. I live in Fairley estate in Murrumbateman and there are absolutely no green areas, playgrounds in Fairley and none in this massive sub-division. Murrumbateman is very much lacking in this area and needs to be looked at. I know with our council the bigger sub-divisions require them to give money to council towards such facilities or put them in themselves like the green areas and skate park in Elmslea in Bungendore. I am under the assumption that is what Section 94 funds are supposed to be used for, may be wrong on this. If you could get back to me, that'd be great.  
Regards

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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## SUBMISSION #52

DA200049

Name: [REDACTED]

Phone number: [REDACTED]

Email address: [REDACTED]

**NOTE: please remove personal contact details from all publicly available documents, and do not publish to the web. I do not consent to my contact details (specifically my phone number or email address) being published to the web. I understand the requirements of GIPA.**

### 1 Submission:

Thank you for the opportunity to provide comments on DA200049. I believe it is inevitable that this parcel of land will be developed and so do not wish to object. However, I believe adjustments to the submission should be required to achieve the best outcome possible for the people ultimately buying subdivided lots, nearby owners, Murrumbateman village, and the environment.

### 2 Background:

Merryville Estate, a 254 Lot development, adjoins the new development and it is highly likely the new Estate will attract Owners of similar profiles and land and water use.

Merryville Estate is well managed, with an active Community Association. I have been either a member of the Merryville Estate Community Association Executive, or my Neighbourhood Association Executive for more than 15 years, and it is with this extensive, local knowledge I offer my comments and recommendations.

Merryville Estate requires Lots to have a 90,000litre (potable) underground water tank and endeavours to supply between 150-250KL (non-potable) to each Lot, each year. The final amount of non-potable water provided depends on rainfall and the health of the Estate's main dam.

The Estate has three dams and a number of settling ponds. Only one of the dams is used to supply non-potable water to Estate residents. The settling ponds remove settleable matter and turbidity from rainfall runoff and aim to maintain the health of McClung's Creek as well as provide habitat for native flora and fauna.

The Estate has been required to notify residents many times over the past 15 years that our access to ground water is uncertain as extraction of water from the aquifer extraction exceeds the amount of available water.

Merryville Estate provides metered non-potable water to each Estate Lot. Over the last 15+ years we have the data that clearly shows that for a number of years we have come very close to exceeding our bore license. Each year we read each non-potable water meter and keep track of each Lot's use of this water. Those who exceed their allocations pay a penalty. From this data we know that every year a small number of residents will greatly exceed their allocations, as they want their home to be a green oasis – even in times of drought, and are wealthy enough to not care about paying penalties. We know that a small number of residents will not use much of their allocation, and that the

majority will sit in-between, generally between 100-125KL in years when there is adequate rainfall, and this goes up in years of drought.

### 3 Water

On p. 4 of the *Statement of Environmental Effects*, the consultant states:

Rural residential typically can capture and store rainwater in the proposed 90,000L tanks, thereby reducing reliance on groundwater and supply from Yass pipeline (increasing community resilience).

Merryville Estate has extensive data that conclusively proves this statement is potentially misleading. Even with 90KL tanks, the new Lots will still use extensive groundwater, on an aquifer that is already over utilised.

On p. 12 of the same report, the consultant states:

The proposed subdivision will benefit from access to WAL 28274 to provide a supplementary source of reticulated non-potable water.

I hope that residents from Carrington Estate contact Council, as a number have advised me that their water supply encounters many issues - supply is poor, sometimes intermittent and they cannot rely on their bore. NB: I have assumed that WAL 28274 is GW404576 on Figure 12.

I do not know what the answer to this issue is, but Council needs to be aware that the aquifer DA20049 intends to use is already over utilised and failing to meet current needs.

There will be three large Estates drawing water from this aquifer, which is at present not able to supply the existing two Estates.

The new Estate may need to draw water from the village's water supply instead of using the aquifer.

On p. 20 (Table 6) of the same report, the consultant states:

To ensure that development is provided with an adequate water supply and the disposal of sewage.

Consistent. The subject site is not serviced by water or sewer. Each lot will have a 90,000L rainwater tank and on-site effluent management.

On p.23 of the report, the consultant again states that the 90kl water tank "is considered sufficient to provide the sewerage and water needs of future dwellings".

Due to my extensive knowledge of the immediate area of the DA, the requirements of water supply (potable and non-potable), it is untrue to state that future dwellings will have an adequate water supply. My household has just two people, and in the droughts that have occurred over the last 15 years, our 90KL water tank has been inadequate and we have had to purchase extra potable water on a number of occasions, and we are not extensive water users! It is troublesome that the report has continually made a number of unproven claims, about which I have direct knowledge and facts

that prove the claims are faulty. WAL 28274 is not suitable to have any more usage, as it already exceeding the aquifer's capacity.

P.30 of the *Statement of Environmental Effects* states that

GW 401758 – Provides non-potable water to several dwellings not located on the subject site and irrigation water for a vineyard on an adjacent property. It is 79m deep with water bearing zones at 11m, 16-18m, 24m, 48m, and -60m.

I note that bore GW 401758 is within the subject DA site, even though it will not provide water to the new dwellings. This seems to be incongruous and would be an issue for new owners in the Estate.

**a. Recommendations:**

The new Estate should draw water from the village's water supply; or the Estate should include provision for a large dam from which non-potable water can be drawn (to take pressure off the aquifer).

Bore GW 401758 should be permanently decommissioned as a result of the proposed development.

#### **4 Stormwater**

The use of grass swales to manage 1 in 5 ARI, and overland flow to carry 1 in 100 year storm events is inadequate.

Climate change necessitates a rethinking of managing stormwater and the DA should be required to put in place plans to adequately manage 1 in 20 and 1 in 50 year storm events, as these will be occurring more frequently than in the past. Page 12 of the report makes no mention of how major storm events will be managed, except for 1 in 100 year.

I have 15 years' experience living on a Lot that adjoins the DA and can advise that in times of sudden and severe rainfall, 90kl water tanks will not assist stormwater runoff (pp.13 and 30 of the report). The fact that "Stormwater from houses is to be 100% plumbed into proposed 90kl stormwater tanks" may assist rain events of <30mm, but sudden, severe rain events will overflow 90KL tanks with resulting sometimes severe runoff.

On p. 29 of the report, it states

with a 90kl tank used to capture stormwater onsite at each future dwelling, enough water would be detained to offset the additional flow generated from the increased impervious area from the development. As such there is no proposed detention

I have to dispute this claim, and am not able to believe it is supportable by the evidence I have firsthand knowledge about, over the last 15 years.

The development could/should be required to use settling ponds (similar to Merryville Estate) to remove settleable matter and reduce turbidity.

On p.13 of the *Statement of Environmental Effects*, the consultant states that the six existing dams will be removed and back filled as part of the Civil Works Package. I recommend they either be retained, or converted into settling ponds to improve stormwater management.

On p. 22 of the report, the consultant notes that "[flood planning at the site] requires further site analysis and potential flood modelling given the number of watercourses at the site. Merryville Estate has one Lot (NH4 Lot 27 – 2 Oat Place) that could be adversely impacted by flooding due to the stormwater management changes resulting from this development. This property is low lying, has McClung's Creek running through its boundaries, and reports the creek has already broken its banks in previous storm events.

P. 29 of the *Statement of Environmental Effects* contains an unfinished sentence "Where McClung's Creek becomes a third order stream, it". This sentence is of utmost importance and could adversely impact Merryville Estate's #2 and #3 Oat Place. The consultant should be required to complete this section and advise Council (and allow these Lot owners) to understand the impact on McClung's Creek – as it flows through their properties.

**a. Recommendations:**

Council should require the developer to submit plans for managing 1 in 20 and 1 in 50 year storm events.

Council should require the developer to use settling ponds to remove stormwater settleable matter and reduce turbidity.

Council should require the developer to retain, or convert into settling ponds the six existing dams.

Council should require further site analysis potential flood modelling before giving approval.

Council should require the developer to require the consultant to finish S.4.8.7, p.29, reissue the report and notify #2 and #3 Oat Place, allowing impacted owners #2 and #3 Oat Place sufficient time to investigate.

## 5 Tree and vegetation removal

On p. 13 of the *Statement of Environmental Effects*, the consultant states:

The subject site includes an area of 'White Box Yellow Box Blakely's Red Gum Woodland' which is an endangered ecological community listed under the NSW Biodiversity Conservation Act 2016. The proposed development requires the removal of 0.7ha of the Woodland.

And

All non-native paddock trees will be removed

While the report notes two zones of Yellow Bow-Blakely's Red Gum and that 0.7ha of the woodland will be removed, the report doesn't note how much will be retained, or what percentage of woodland is being retained vs. will be removed. It is therefore difficult to understand the impact. This section of the report does not clearly identify which area of woodland is proposed to be removed.

On p.35 of the report, it notes that the subject land is potential habitat for the Superb Parrot. I can report sightings of this species at my property – supporting the retention of as much native flora as possible.

**a. Recommendations:**

The 0.7ha 'White Box Yellow Box Blakely's Red Gum Woodland' be retained. This is significant habitat for flora and fauna and for future generations we should retain as much woodland as possible. The report has not clearly outlined what woodland is to be removed, nor the impact on wildlife corridors.

Retain all non-native paddock trees (except declared weed varieties, e.g. Black Willow), wherever possible, as they still provide habitat to birds and other wildlife.

## 6 Fauna

The *Statement of Environmental Effects'* Fauna section does not mention the impact of the development on native kangaroos, wallabies, lizards, echidnas, frogs, turtles, and other native fauna.

This appears to me to be a significant oversight and of great concern.

I can report that all of these species and others (including Wedge Tailed Eagles) have been sighted by me on my own and neighbouring properties, and on the proposed DA. Mobs of kangaroos are common sightings on this DA area.

**a. Recommendation**

The developer is required to submit a fuller *Statement of Environmental Effects'* Fauna analysis, so that an informed decision can be made by Councillors, and by people like me in analysing the supporting documentation.

Response to DA200049 – 108 Lot subdivision on Isabel Drive

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## **SUBMISSION #53**

### Submission on DA200049

Applicant Name: Elton Consulting

Property Description: Lot 1 DP 1257138, Isabel Drive, Murrumbateman

Description of Proposal: 108 lot subdivision

From

██████████

██████████, Murrumbateman

██████████

██████████

### Summary

I am opposed to the development application as it is currently written. It fails to adequately address possible impact of the proposed development. I ask the council to reject the application until the issues are corrected, and a further period of public comment is available.

The proposed subdivision would add approximately 10% to the number of dwellings in Murrumbateman (based on the 2016 Census), and 20% increase in the neighbourhood of the development (based on a rough count by myself). Such an increase cannot simply assume that the existing infrastructure is sufficient.

My concerns are detailed below.

### Telecommunications

The Statement of Environmental Effects has

#### *3.3.4 Telecommunications*

*Lots will be serviced for telecommunications by the National Broadband Network (NBN). It is assumed that the NBN network has capacity to supply an additional 106 dwellings.*

The assumption must be replaced by an assurance from NBNCo that there will be sufficient capacity to provide for the new and existing customers.

The Demolition Plan indicates relocation of existing Telstra cabling. Nowhere does the application provide details of the impact of this on existing users. If this is fibre-optic cabling, then there is likely to be minimal impact. If it is copper, then the change could have a significant negative impact on internet speed and reliability from a longer distance. The developer needs to provide an assurance from Telstra that the relocation will not adversely impact existing users at all.

### Electricity

The Statement of Environmental Effects has

#### *3.3.3 Electricity*

*It is considered that existing electricity network has capacity to supply an additional 106 dwellings.*

Response to DA200049 – 108 Lot subdivision on Isabel Drive

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The developer should get assurance from Essential energy that there is available network capacity locally, both for anticipated peak consumption and export (as many of the homes will have PV generation capacity).

### Traffic

The Traffic Impact Assessment has a number of errors in it. It includes at least one sentence apparently copied from a different assessment:

#### 2.1 Description

*The proposed subdivision consists of 100 lots distributed evenly along a new road connecting to Ellendon Street.*

This makes it unclear whether other sections are also from a different assessment – all the calculations are therefore suspect (table 2 for example uses 100 dwellings, rather than the 106 of the application). It casts doubt on whether the report was properly reviewed or prepared.

#### 2.2 Access

*Access to the proposed development will be via two new roads connecting to McIntosh Circuit to the East and Isabel Drive to the south. It is assumed that traffic travelling into Murrumbateman town centre or Canberra will travel south along McIntosh Street until they meet the Barton Highway then turn right. Traffic travelling north towards Yass will travel north along McIntosh Street and **then east along South Street until they reach the Barton Highway.** (my emphasis)*

This route along South Street has 3 additional speed humps compared to turning north along West Street and then east along Hercules Street until they reach the Barton Highway. The West street/Hercules street seems more popular from my observation, and is clearly the Council's preferred route as it has not traffic calming engineering. It is not clear if the traffic assessment was prepared with a visit to actually assess the route.

Section 3.1 of the Traffic Impact Assessment has

*The RMS Guide to Traffic Generating Developments estimates a total of 9.0 trips per day, with 0.85 trips in the commuter peak periods (AM or PM) for dwelling houses.*

This seems to be consistent the Guide. But the Guide also states:

*With new subdivisions, where standard lots are given, some additional allowance may be made for dual occupancy and group homes, where there are sufficient numbers of these types of residences. The Australian Model Code for Residential Development (AMCORD) assumes a daily vehicle generation rate of 10.0 per dwelling, with 10% of that taking place in the commuter peak period. The use of these figures provides some allowance for later dual occupancy development.*

Given the size of the lots, these higher figures would be more suitable.

#### 3.2 Traffic Distribution

*Considering the location of the proposed development site, which is around the western side area of*

Response to DA200049 – 108 Lot subdivision on Isabel Drive

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*Murrumbateman, it is assumed that the additional generated traffic will be distributed as follows:*

- *50% of the traffic will leave Murrumbateman and travel north towards Yass*
- *50% of the traffic will travel to destinations inside Murrumbateman or Canberra*
- *All traffic travelling to the west will use Isabel Dr to access the Dog Trap Rd*
- *All traffic travelling north will use McIntosh St then South Street and will then be distributed as follows:*

The last dot point does not have any following clauses – something is missing from the document.

Grouping together traffic to Murrumbateman or Canberra is wrong – the Murrumbateman traffic could be grouped with Yass, but certainly not Canberra.

The assumption that 50% of the trips (especially in the peak periods) are to Yass is questionable. I would expect the true figure to be at least 75% go to Canberra in the peak period. The calculation process used to justify the 50% figure is wrong for the peak. Even using the worst case 3477 people travel to work in ACT, 2831 work in the Yass Valley, 375 work elsewhere (and go North rather than South), it still gives 52% going South (and clearly ignores the statement ‘with Yass, Murrumbateman, Sutton and Gundaroo in particular functioning as dormitory suburbs’.

### *3.3 Impact of Generated Traffic*

This section uses the same assumptions as are in section 3.1 and 3.2 to provide figures for the ‘current’ usage. It would be more sensible to actually measure the normal activity (outside of the COVID-19 restrictions period), and increase it by 25% (or even more). Whichever method is used to provide the current usage must also include other development applications already approved by the council (eg 2077 Dog Trap Lane).

These points are significant, but the biggest problem is what is omitted from the analysis.

The Statement of Environmental Effects states:

*The Barton Highway has long been the subject of funding disputes and calls for duplication arising from **long-standing congestion and safety concerns**. (my emphasis).*

The Traffic Impact Assessment does not address the impact on traffic on the Barton Highway, and critically impact on the Hercules Street/Barton Highway intersection (often congested with significant delays), and the McIntosh Circuit/Barton Highway intersection (sometimes congested with delays; and scene of multiple accidents even after the safety upgrades).

These issues must be addressed in the Traffic Impact Assessment before the application can be considered for approval.

Ideally the traffic impact assessment should be completely redone by another firm, addressing the points I have identified: at the worst it needs to be updated to address the issues I have listed.

Nowhere in the Traffic assessment (or anywhere else that I can see) is there any discussion of the impact on public transport (either for commuters or school students). The roads in the proposed development (especially the intersections) may be too narrow to send a school bus through, and Isabel drive does not have a suitable place for picking up/dropping off school children.

Response to DA200049 – 108 Lot subdivision on Isabel Drive

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## Environment

### Trees

A number of the plans omit the tree lines inside the current fence lines in the north western section (stage 3) of the proposed development. These include:

- Demolition Plan
- Landscape and Tree Management Plan

These are essential parts of these plans (in particular these tree lines should be retained)

It is not clear how the existing trees will be retained once a dwelling is constructed and occupied. Private landowners may remove or harm these trees with little oversight and few repercussions. This is likely to be a particular problem on lot 207.

I would like to see the trees retained on lot 180 to provide a more extensive habit belt.

I think that subdivision could be improved significantly by not developing lots 180 and 207, and instead retaining them as open space (like lot 208).

- Lot 180 has a very limited area for effluent disposal. While the initial development may respect this, it is likely that over time this constraint will be forgotten and breached, leading to contamination of the creek. This would enable the existing trees to be retained and have a more contiguous tree section.
- Lot 207 has a limited building envelope. With lots 180 and 208 this would provide a very large public area.

– how will tree retention be enforced with purchasers

### Street lighting

There is no mention of street lighting in the application. The application should include a positive statement that there will be no street lighting. Street lighting would be visual pollution in an area which is currently dark at night.

### Fencing

The newly constructed boundary fencing (and a lot of the old fencing) uses barbed wire. This is (arguably) not suitable for sheep, and certainly not appropriate for a residential community. The developer should be required to fix all existing fencing so that it is secure and does not use barbed wire. Where the existing fencing does not follow the lot boundaries, the developer should be required to put in a new fence at the lot boundary.

### Stormwater

The stormwater report (section 2.1.1) has *Backwater effects from the Merryville Dr culvert were not calculated*. Given that there has been flooding over the road in past, this should be considered, especially in light of the possible impact on the road, and residents nearby.

The calculation process in the Stormwater report assumes that the rain water tanks will have sufficient capacity to retain the rain falling on roofs. While this is a valid calculation for an empty tank and gentle rainfall, it is not valid for an extreme event (where the gutters may not capture all the water), or when the rain is after a sustained wet period (where the water tanks are full).

The report should also include a worse case calculation where the rainwater tanks cannot act as a buffer.

**UNCLASSIFIED**

**SUBMISSION #54**

DA200049 Submission

<https://www.yassvalley.nsw.gov.au/our-council/public-consultation/development-applications/article/698>

I am the homeowner of [REDACTED]

I am writing to voice my concerns on the proposed development DA200049 (the development) that has been submitted to Yass Valley Council.

I am not naive to the fact that there will be further and increasing developments in the area however I am concerned with a vast number of points with this development.

Upon seeing the current development application and these areas now being proposed to be sold and developed has caused me great concern and anguish. When I purchased my block in 2012 I was assured that the land to the west would not and could not be developed due to the creek line running through it. I know the word of an estate agent holds little credence at times but they relied on these statement to make money for the land holder/developer at the time.

I was also told the narrow nature strip to the north of my property running east/west (lot 208 was subject to restrictions and was owned by council and managed by the local land-care group. There is no indication with the DA application stating who the owner will be nor does it rule out future development on the lot.

The areas surrounding Lots 180, 207, 208 and 204 should remain as nature corridors and continue to be protected from development. There is already a severe lack of green space in the recent developments of Murrumbateman so to remove this small section would be short sighted of council and the developers. The only progression that should be made is to improve access for the wider estate users as communal land.

*Image A*

These areas performs the role of an effective visual and audible barrier between existing properties along with being a highly necessary wind break, but most importantly it is a "nature corridor" for local wildlife. Both the east/west tree line of lot208 and the one running along the creek has an abundance of native wildlife including Kangaroos, Black Cockatoos and Brown Treecreeper's amongst others. Likewise the creek and adjoining dams provide vital habitat to turtles, frogs and native water birds. As you can see below in Image B, there is already a very limited number of nature corridors in the area and this development seeks to remove a majority of them.

The fact that the own development application environmental report calls to remove endangered woodland proves to show the lack of care and respect placed on this request:

*The subject site includes an area of 'White Box Yellow Box Blakely's Red Gum Woodland' which is an endangered ecological community listed under the NSW Biodiversity Conservation Act 2016. The proposed development requires the removal of 0.7ha of the Woodland.*

**UNCLASSIFIED**

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I'm concerned that if the dam located on proposed lot 208 is one earmarked to be back-filled that this may cause further issues with flooding in the area and on my property. My property is one of the lowest in the area and I have experienced subsidence issues within my premises due to the amount of water that sits in the floodplain after heavy rainfall. I'd be concerned if it was to be filled there is potential for further damage to my property or it could potentially push water into the creek causing contamination.

The existing non-potable water supply is intermittent in supply and low in quality at best, to state that the new development will utilise this same bore is short sighted and will not be sustainable. Not to mention the fact that the current pump system is unreliable and required frequent servicing along with being extremely noisy. Even if an additional pump of the same type is used I believe the noise levels will be unbearable as they are already audible from inside my own home.

With a development of this size that impacts a large number of existing residents I would have expected more community engagement and consultation would have taken place, especially with more than two weeks to respond. Hopefully before the development does gain any further approvals that a more inclusive community engagement process can be undertaken.

Kind Regards

██████████  
██████████  
████████████████████

**UNCLASSIFIED**

**UNCLASSIFIED**

IMAGE A

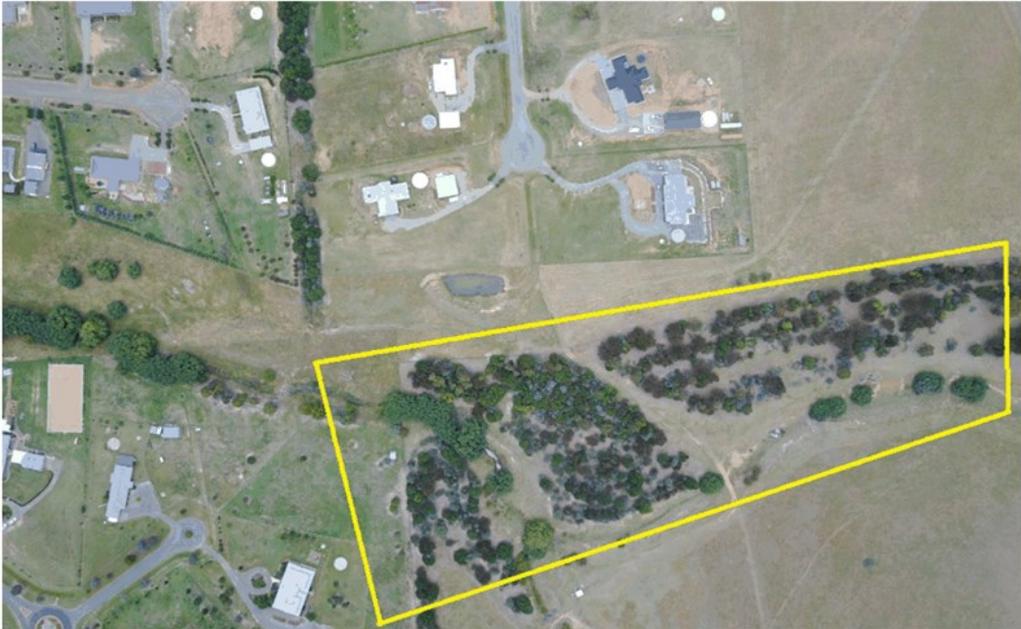


IMAGE B



**UNCLASSIFIED**

## SUBMISSION #55

### **Submission in response to Development Application for Lot 1 DP 1257138, Isabel Drive, Murrumbateman; 108 lot subdivision number DA200049**

We welcome the opportunity to provide a Submission in response to the 108 lot subdivision in Murrumbateman. In principle, we do not oppose the proposed development, however, we would appreciate further information and clarity about the plans.

#### **Comments and questions pertaining to the Development Proposal specifically:**

Can the council and planner please confirm the current historic farm fence that is at the back of our property is the correct boundary?

We understand that there are discrepancies with the current 108 lot subdivision boundaries and would like assurance that the land we currently own that borders the proposed development is not being inadvertently being proposed for sale as part of the development proposal.

*We understand the Merryville Estate Association has commissioned an independent survey of the boundary lines. Pending that review, if there is a discrepancy, we would appreciate notification to ensure we can reinstate the boundary line prior to new development occurring.*

#### **Biodiversity**

Can you please advise how the planners will effectively protect the biodiversity corridors that are bordering the proposed development site?

*We are concerned about the impact on some of the flora and fauna where the development application is unclear or appears contradictory.*

*We would appreciate it if the Developer would take into consideration the local habitat and clearly protect the area further, particularly the windbreaks surrounding the development.*

*The Isabel Drive, Murrumbateman, Biodiversity Development Assessment Report (BDAR) states:*

- *The development will result in a loss of 1.18 ha of native vegetation. (Page 16)*
- *Clearing and new clearing rights will be limited to one paddock tree and the removal of a total of 1.18 ha of planted native windbreak and shelter-belt vegetation. (Page 13)*
- *The development has been located so that impacts on vegetation and habitat are avoided and minimised. Both surrounding and internal windbreaks are to be retained as proposed lot boundaries have been placed to minimise the creation of clearing rights for future landholders that could be used to clear this vegetation. (Page 39)*
- *Windbreaks and the shelter-belts are currently protected by good quality farm fences. Fences to be constructed to indicate no-go status of windbreaks, where no fencing exists. Fencing around retained Paddock Trees and areas of retained biodiversity values not currently fenced will be installed. (Page 41)*

*We note that the statement 'windbreaks are currently protected by good quality farm fences'. This is not quite correct as the existing internal fences around the north side of Stage 3 zone are not all in good condition.*

*We note the BDAR refers to the term 'windbreaks' whereas we recommend they should be considered 'wildlife corridors' and protected as such. We have noted a wide variety of wildlife using the windbreaks as wildlife corridors. This includes various lizard species, long-neck turtles, echidnas, bats, snakes, and a large variety of bird species, including Superb Parrots.*

**Boundary lines**

Could the Developer please ensure windbreaks are fenced, particularly those around zone 3 of the development (in contrast to the existing plans)?

*Some of the information in the BDAR (outlined above) appears inconsistent with the 'Plans' (<https://www.yassvalley.nsw.gov.au/assets/2019/Planning/Development-Application-notifications/DA200049-Plans-Isabel-Drive.pdf>)*

*From the Plans, the fences on the inside of the windbreak, particularly around the north side of the Stage 3 zone will be removed, which appears to contradict the BDAR. The Plans are unclear on whether these trees will be removed, but the Plans indicate the boundary fence is on the outside of the windbreak.*

*This would reduce the risk that the fauna and flora in the windbreaks are damaged or removed.*

**Comments and questions pertaining to the broader Murrumbateman community:**

The current plan does appear to align nor support the Yass Valley Settlement Strategy 2036, published in August 2019.

As per Yass Valley Settlement Strategy 2036 there is an obvious need for environmentally, socially and economically sustainable settlements in Murrumbateman.

**Education**

Can the planners and council please advise how the new development meets the needs of the current and future Murrumbateman population in regards to education?

In particular what Primary and Secondary School will the new development residents be able to access (noting this also includes residence in the Fairley Estate, The Meadows Estate and Jiparu Estate)

*We have this concern as:*

- *Murrumbateman residents can not access ACT public system and there are only limited places in the private education system (with priority given to ACT children)*
- *the proposed Murrumbateman school development has not moved from the planning stage since its announcement in 2018.*
- *all Yass state schools are near capacity (<https://www.yasstribune.com.au/story/6361520/parents-worry-siblings-could-be-split-up-under-out-of-area-enrolment-crackdown/>)*

**Social cohesion**

Can the planners and council please advise how the development meets the social cohesion needs of the new residences - noting there are no planned bike tracks, parks or playgrounds to create social cohesion or enhance the character of the Murrumbateman settlement?

*The pace of residential development is out of synch with the Yass Valley Settlement Strategy 2036 to develop parks, playgrounds or the school.*

**Water Security**

Can the Council please confirm if the Developer has received approval under the Water Management Act?

*As per the Yass Valley Settlement Strategy 2036, water security is essential for growth and water supply was identified as a primary constraint for future growth.*

Although all new dwellings will require roof water catchment for potable water, the development will supply additional water from underground bore water.

Can you please confirm that the developer has provided evidence of the proposed bore will meet the needs of the new residences and not impact existing bore water availability (in neighbouring residences)?

*It should be noted that the Merryville Estate neighbourhood association was advised during the bushfires of 2019/2020 of the risk the bores would be turned off in December 2019 due to lack of groundwater.*

**Other economic questions**

Can you please confirm if a Section 94 of the Environmental Planning and Assessment Act 1979 (EP&AA) Contribution Plan Payment has or will be received and what the monetary contribution has/will be used for?

We would appreciate it responses were addressed to:

██████████  
██████████  
██

**SUBMISSION #56**

**DA200049 - Isabel Drive, Murrumbateman**

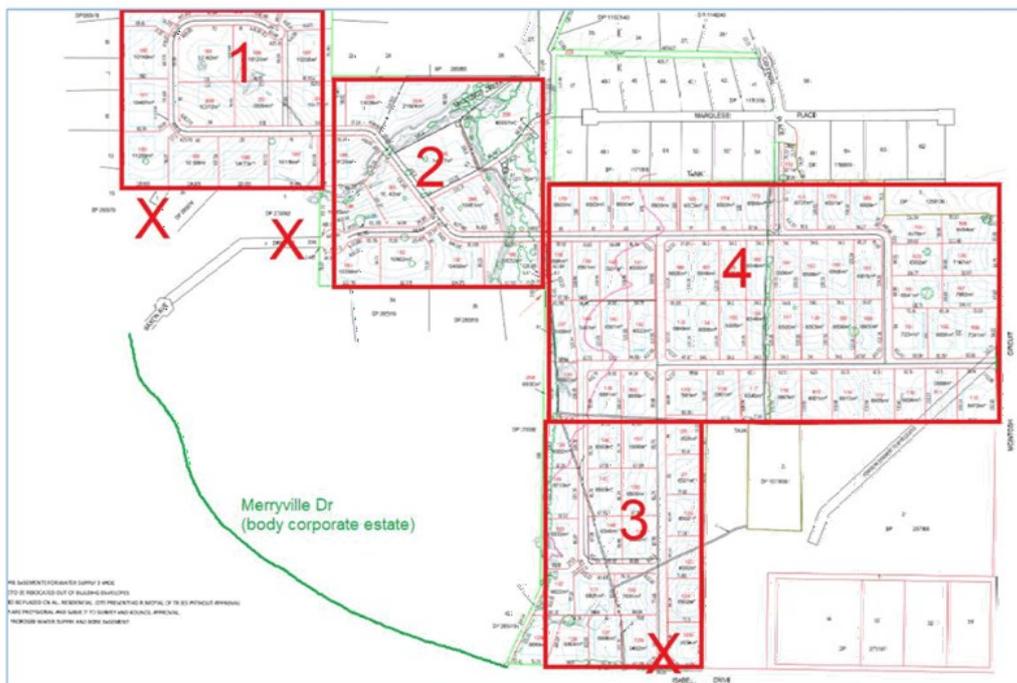


Image 1 – breakdown of development application

Response by: [REDACTED]  
Phone: [REDACTED]  
Email: [REDACTED]

**Response:**

1. I do not support the development of lot marked number 3 in the above illustration. What attracted me to Merryville Estate is the rural backdrop (wildlife, livestock, vineyard) as you drive down Isabel drive until you reach the intersection adjacent to Merryville Drive. It gives owners within the estate a sense of separation from the smaller lots in the village, which in turn yields property value for investors seeking greater return on investment.
2. I do not support the proposed road infrastructure marked with an 'X'.
  - a. The intersection at Isabel Drive would increase traffic congestion at Isabel Drive and McIntosh Circuit for the daily commute. This is the only exit point for Merryville 1 residents in towards the Barton Highway in the event of an emergency evacuation.
  - b. The intersection of Saxon Ave and Hereford Pl
    - i. Saxon Ave is a designated bus stop. Increased traffic from the new sub division will see further impacts on traffic congestion for school drop off. No dedicated vehicle parking zones will see increased damages to the surrounding nature strip. Residents of the Merryville Neighbourhood Association will have to fund or perform any civil work needed to be carried out.

- ii. Construction of a new road at Saxon Ave will see a further reduction to the estate's water catchment and common area.
  - iii. The stretch of Merryville Drive between the proposed lots 1, 2 and 3 requires significant attention. Council have not addressed the "speed bump" issue on this side of the Estate whereas this has been addressed in stage 2 adjacent to Carrington Park.
  - iv. Increased traffic congestion will increase the safety risk for pedestrians in this shared zone as there are no dedicated bike/walking paths.
3. I do not support the development of lots marked 1 & 2 in the above illustration.
  - a. The entire development proposal does not include any common areas for this new estate. Having lots 1 and 2 within the boundaries of Merryville estate will see residents of this new subdivision access and utilise the common areas (horse riding, tennis court) at the expense of the Merryville Neighbourhood Association as part of our quarterly body corporate levies payable for the maintenance of these facilities. I consider this unfair and depending on the level of work or damages incurred, Merryville residents are liable for this as the levies are reviewed annually.
4. I am not opposed to the development of lot marked 4 in the above illustration however;
  - a. The addition of ~ 50 lots will still see further load impacts on the NBN and telecommunications infrastructure in the area. The only pole on the corner of Euroka Ave and Barton Highway is not adequate to support our community and the addition of Fairley Estate, associated businesses and this proposed subdivision. I was unable to operate my business from home with one bar of phone reception and a specific corner within the house in the absence of additional repeaters or improved telecommunications infrastructure in the area. This was worse during the field day weekend. This issue was not considered as part of the development application.
  - b. The infrastructure for electricity, telecommunications and the NBN should be upgraded to Merryville Estate at the expense of the developer to accommodate the additional load. If this is not considered and we face more frequent and longer blackouts in the area, I do not support this development application.

I understand that this subdivision will see the council re-zoning the lots, which will bring in additional revenue. However, I hope that you will consider my reasoning for refusing parts of this development to go ahead.

I am happy to engage and discuss this further if required.

## SUBMISSION #57

June 5<sup>th</sup> 2020

████████████████████  
████████████████

Murrumbateman NSW 2582

Dear Yass Valley Councillors,

**Re: DA200049  
Lot 1, DP 1257138, Isabel Drive (108 lot subdivision)**

We are writing to express our concerns over this proposed development.

As a nearby resident to this site and a member of the Merryville Estate Community Association, we request that this development **NOT be approved at this point in time with its proposed design.**

We support the issues raised by the Merryville Estate Community Association submission and further emphasise:  
This is a substantial development that will have direct impact on the character of this and adjoining lots, as well as the broader visual and ecological corridor.

As such a large development, more attention needs to be given to ensure it retains the rural residential character of the surrounding area and does not have a deleterious effect on the local and broader ecology.

We see no provision for green space and community facilities.  
We see no provision for visual buffer zones to soften and blend the aesthetic of a grid style 109 lot subdivision – highly visible from Isabel Drive and McIntosh Circuit.  
Existing vegetation is not adequately protected and retained, and sufficient new vegetation (trees and shrubs local to the area and in keeping with the rural residential character of the area) has not been planned.

It is our suggestion that a more holistic design approach should be adopted and we make a direct comparison to the rural residential design of Merryville Estate.

The design intent of Merryville Estate (by the late Brian Hill) was a sensitive response to the beauty of the existing environment. The layout of streets, residential lots, greenway corridors, dams and community facilities were purposely located to work with the existing topography of the site, creating nestled spaces for individual lot holders; taking advantage of considered view lines of the surrounding hills and investing in open space for environmental protection, rehabilitation and community enjoyment.

We request that Council **does not approve** the Development of Lot 1, DP 1257138 Isabel Drive (DA200049) and that the Developer presents a more holistic approach to this subdivision for Council and Community comment.

The existing environment - including topography and vegetation of the site are assets that should be designed into the development in such a way that the character and ecological diversity of the local area is enhanced and peoples 'connections of place' are strengthened.

Yours Sincerely

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██████████

## SUBMISSION #58

Development Application DA200049, involving Lot 1, DP1257138, Isabel Drive, Murrumbateman

Submission by [REDACTED] Murrumbateman.

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I write in support of the submissions by Merryville Community Association DP270092 and [REDACTED]. Developments on this scale should better deal with community amenity, water and environmental management.

In the absence of a firm view from Council it is becoming increasingly evident that we can expect a rural residential desert of isolated blocks with limited services other than utilities and no sense of community being fostered (if I may borrow that term from more urban contexts). Recent proposals have done the bare minimum of infrastructure provision required. In fairness, Fairley did take the gamble on a commercial centre but in other respects relied upon amenity elsewhere in the village. The Meadows offered nothing for community or environment, again relying on proximity to the village. I understand that other recent proposals have been similar. This development would be yet another, but is sufficiently distant from the village that, for anyone young or with infirmity, access to any amenity will now require a car trip.

Both in this application and more generally, such an approach is one which should be actively discouraged by Council at every opportunity, either in through its administration of planning requirements or through fees which create an incentive for better planning and management. I note in Council's Plans there is from 2019 increasing emphasis on environmental and water assessment. I can only hope that this is seen through in this case.

As raised by [REDACTED], assumptions that all will be well are not good enough and the assumptions for internet and power should be demonstrated by the proponents.

Already there are significant numbers of people in this area with internet availability and quality problems, NBN notwithstanding. It is possible that increased usage would degrade the already patchy experience of everyone around the new development or in Murrumbateman more generally.

As to power, at least in my case there is already a problem with feeding back to the grid due to excessive voltage, and sensitive equipment must be behind surge protection. The proponents should demonstrate that the network will not be further impaired, and they are not transferring remediation costs to the network provider which should properly be met by the development.

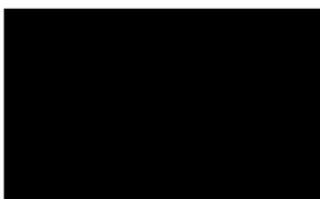
The complete reliance on ground water, together with legal minimum tank requirements, is also likely to be detrimental to future and current residents in the area because of ground water impacts and increased risk of flooding. It is already well established that ground water both locally and across NSW is very badly overallocated. It is also well established through scientific advice on the public record that rainfall is reducing, and is projected to continue to reduce.

In all of these matters, with nothing more than a \$100 company backing all these assumptions, it is not as if anyone can seek recourse later: we are all dependent on the diligence of Council for ensuring the adequacy and accuracy of the undertakings and assertions made.

As both of the submissions I am supporting have demonstrated, the traffic study is critically flawed. [REDACTED] submission makes a good point about provision for public transport upon which the children of this area (in particular) are highly dependent. God knows when the “sort of being planned for with gritted teeth” primary school campus will be built but, like the highway upgrade which has only managed to complete an environmental plan for 4.5km, it is so distant that Council processes should continue on the basis that many of us will be dead before any ribbons can be cut (notwithstanding Council’s efforts). Even if this is wrong, the campus under consideration is very limited: most children in the district will continue to rely upon public transport to access schooling. Bus stops should therefore be provisioned by the development either within the development or on both Isabel Drive and McIntosh Circuit: this will require appropriate changes to road layouts.

For brevity, I will not restate the other arguments in the submissions I am supporting except to say that I concur.

While I can approve of this type of development in principle, Council has a responsibility to negotiate significant improvements and assurances or impose appropriate development conditions, rather approving the proposal, as submitted. Like others, I would hope that much of this could be resolved in discussion with the proponents.



4 June 2020  
[REDACTED]

## SUBMISSION #59

### DA 200049 – Isabel Drive, Murrumbateman

Further development of Murrumbateman is a given – the following suggestions are made in support of doing it in a way that protects our wildlife, our environment and our lifestyle.

At many points in the submission the applicant refers to the development being in keeping with the existing nature of Murrumbateman. I disagree with this statement for the following reasons:

- The design is not horse/bike/pedestrian friendly
- The vast majority of the block sizes are less than half of the size of their existing neighbours and the neighbours they will have that are closer to the township
- The design will significantly increase the traffic on McIntosh circuit without any proposed traffic control measures which appears likely to turn a residential road into a highway and make it virtually impossible for McIntosh residents to safely access green spaces without driving there.
- The design appears to sacrifice amenity for maximum number of blocks unlike other local areas that achieve a great standard of amenity and for this proposal to state that the development is in keeping with the existing nature of Murrumbateman appears to be a significant exaggeration.

For this to be a design that complements the current nature of Murrumbateman it would address a number of factors

- Additional green space that encourages residents to get out for an evening or weekend stroll, bike or horse ride. In order to achieve this road verges would need to be significantly wider (eg similar to Merryville estate) to allow for a safe distance between vehicles and horses etc. Pathways would also need to be wider to allow for safer passage by horses as they pass by the back and side fences of blocks that will no doubt have dogs, other horses and curious alpacas.
- Retention of all current treed spaces to provide safe havens for local bird, insect and wildlife and connect those corridors to other wildlife corridors (refer to Murrumbateman Masterplan 2031).
- Retention of a generous strip along the entire McClungs creek area as green space would achieve much in the establishment of a wildlife corridor, connect the new subdivision with existing areas and provide family friendly space for the activities that are the reason many of us have moved here. A green space corridor in the treed areas currently in lots along the western side of stage 1 would provide a wildlife corridor that could also function as a horse/bike/pedestrian path and again provide greater connection to existing parts of Murrumbateman
- Lots in stage 1 are less than half the size of lots in McIntosh Circuit – when you consider that to reach these lots you have to drive well past the outskirts of town it seems that they should be larger, particularly lots 124 – 132 which are in close proximity to Isabel drive.
- Driveway access to the lots off Isabel Dr and McIntosh circ (Lots 105 -107 & 127 – 129) seem dangerous to me, the McIntosh ones in particular as they are placed in close proximity to the crest of the hill.
- Traffic management needs to be considered – possibly adjustment to speed limits, speed slowing mechanisms along McIntosh and Isabel as well as safe points to cross the busier roads incorporated.

## SUBMISSION #60

From:

██████████  
██████████

Murrumbateman NSW 2582

To:

Yass Valley Council  
209 Comur Street YASS NSW 2582  
PO Box 6 YASS NSW 2582

### **Submission on DA 200049 the proposed Isabel Drive Sub-Division. Traffic Impact McIntosh Circuit Murrumbateman NSW.**

I have lived at ██████████ since October 1998. Over the 22 years I frequently use McIntosh Circuit as a motorist and pedestrian. I regularly observe traffic and driver behaviour on McIntosh Circuit. I feel can provide a valid assessment for this submission.

#### **Traffic Impact Assessment**

DA200049 - the *Traffic Impact Assessment* is based on assumptions and estimates. The conclusion states the road network has enough capacity to accommodate the additional traffic. However, it does not represent the current traffic conditions of McIntosh Circuit. It fails to address the impact additional traffic will have on people and residences along the Acacia Way to the Barton Highway section of McIntosh Circuit.

It does not address the increased risk of serious traffic accidents causing injury, death to people and property damage on McIntosh Circuit along the Barton Highway to Acacia Drive section.

#### **Current McIntosh Circuit Road & Traffic Conditions**

The majority of people from Merry Ville Estates, the free hold residences, Jiparu Estate and tourists use McIntosh Circuit travel to and from Canberra.

From Acacia Way to the Barton Highway, a distance of approximately 1.2 km's. On the Acacia Way to the Barton Highway section of McIntosh Circuit there are:

- Six cal-de-sac intersections including, George Street, Armstrong Street, Scrubby Lane, Kinsman Drive and Middletons Lane
- Eighteen residential driveways
- One commercial winery driveway (Murrumbateman Winery)
- Four school bus stops as part of the local school bus route
- No pedestrian foot paths or road crossings

The proposed Isabel Drive sub-division has two access roads. One is proposed to access McIntosh Circuit the other from Isabella Drive.

People travelling to and from Canberra will not access the Isabel Drive sub-division via South Street.

Consistent with the *Traffic Impact Assessment*:

- There is a significant volume of traffic already using the Barton Highway to Isabel Drive section of McIntosh Circuit.
- All sub division traffic will have to use Acacia Way to the Barton Highway section of McIntosh Circuit to access the Isabel Drive sub-division.
- The volume of traffic using McIntosh Circuit will increase as a result of the Isabel Drive sub-division.

McIntosh Circuit speed limit is zoned 70 kph. Signs are posted off the Barton Highway. There is inadequate signage eg. 'Horse & Bicycle' warning sign posted 20 metres off the Barton Highway hidden by tree branches. A sample of appropriate signage for McIntosh Circuit is at **Attachment A**.

Pedestrian footpaths on McIntosh Circuit run from the Murrumbateman Village cemetery at South Street and cease at Acacia Way, (Merryville estate access road).

There no pedestrian footpaths on McIntosh Circuit between Acacia Way to the Barton Highway. People including school children around school bus stops have to walk on the road.

School children are forced to walk and cross McIntosh Circuit to get to their school bus stops as there are no footpaths or crossings.

The Jiparu new residential development adjacent to Scrubby Lane, is completed. There has been an increase in traffic turning at Scrubby Lane - McIntosh Circuit intersection.

#### Motorist Behaviour

Being a resident of McIntosh Circuit for over 20 years and pedestrian using McIntosh Circuit I regularly observe motorist behaviour.

The majority of motorists drive at speeds well in excess of 70 km/h speed limit along the 1 km McIntosh Circuit straight George Street to the Barton Highway. I call this area the "*McIntosh Drag Strip*"

The majority of drivers do not observe 40km/h zone when school bus lights are flashing. I have witnessed people driving vehicles well in excess of 40 km/h past school buses when school children are embarking or disembarking.

NSW police rarely patrol McIntosh Circuit.

Recently, a speeding driver lost control of their vehicle and crashed into my property causing significant damage.

#### **Risk Assessment**

The below table outlines some of the major risks with increased traffic and speeding motorists along the Acacia Drive to Barton Highway section of McIntosh Circuit.

<b>Hazard</b>	<b>Risk</b>	<b>Likelihood</b>	<b>Consequence</b>
Motorists exceeding the McIntosh Circuit 70kph speed limit.	Accidents caused by motorists on McIntosh Circuit between Barton Highway and Acacia Way.	<b>Extreme (already impacted)</b>	Death or injury to pedestrians.  Death or injury to school children at or around school bus stops.  Death or injury to people riding horses.  Death or injury to bicycle riders.

			Death or injury to other motorists on McIntosh Circuit.  Damage to property
School children forced to walk on and cross McIntosh Circuit to get to and from their school bus stop.	Accidents caused by motorists on McIntosh Circuit between Barton Highway and Acacia Way.	<b>Very High</b>	Death or injury to school children at or around school bus stops.
People forced to walk on and cross McIntosh Circuit	Accidents caused by motorists on McIntosh Circuit between Barton Highway and Acacia Way.	<b>Very High</b>	Death or injury to pedestrians.  Death or injury to school children at or around school bus stops.  Death or injury to people riding horses.  Death or injury to bicycle riders.  Death or injury to other motorists on McIntosh Circuit.
Motorists exceeding the McIntosh Circuit 70kph speed limit and not observing 40km/h when school bus lights are flashing.	Accidents caused by speeding motorists.	<b>Very High</b>	Death or injury to pedestrians.  Death or injury to school children at or around school bus stops.  Death or injury to people riding horses.  Death or injury to bicycle riders.  Death or injury to other motorists on McIntosh Circuit.
Government agencies failing to maintain their duty of care in providing appropriate traffic measures to reduce risks	Serious accident on McIntosh Circuit causing death or injury.	<b>High</b>	Adverse media coverage.  Litigation and compensation claims against government authorities.  Increase to council rates for local residents
Barton Highway McIntosh Circuit intersection a traffic	People will be unable to evacuate the area using McIntosh Circuit wand	<b>Medium</b>	Death or injury to people trapped in cars.

choke point during an emergency evacuation of the area due to Bushfire	potentially impacted by an approaching bushfire front.		Adverse media coverage.  Litigation and compensation claims against government authorities.
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**Recommendation**

The Isabel Drive Sub Division DA 200049 should not go ahead unless all traffic and pedestrian hazards on McIntosh Circuit are addressed.

**Required Action to Address Traffic and Pedestrian Hazards**

Traffic and road measures for McIntosh Circuit include:

New Speed Zones and Signage

Reduce the speed limit on McIntosh Circuit from 70 km to 50 km

Install school bus zone signage on McIntosh Circuit in accordance with NSW Roads and Maritime road rules. (Attachment A)

Pedestrian Footpath

A pedestrian footpath to be installed from Acacia Way to the Barton Highway.

Complete the footpath from Scrubby Lane to McIntosh Circuit intersection

Pedestrian Crossings

Install pedestrian crossings at the school bus stops

Road Traffic Infrastructure

Install road traffic round-a-bouts and or speed humps at the following intersections:

McIntosh Circuit and Scrubby Lane

McIntosh Circuit and Kinsman Drive

McIntosh Circuit and Armstrong Street

McIntosh Circuit and George Street

McIntosh Circuit and Acacia Way

McIntosh Circuit and Nirta Drive

McIntosh Circuit and Sylvia Street

McIntosh Circuit and Woodleigh Drive

McIntosh Circuit and Isabel Drive

Police Patrols

Daily Police patrols on McIntosh Circuit particularly at school bus and peak times 6:00 am to 9:00am and 3:00pm to 6:00 pm.

Cost

The cost of installing these traffic and road measures to be met by the developer of the Isabel Drive sub-division DA200049.

Yours Faithfully

██████████

4 June 2020

### Attachment A

#### School Bus Zone Signage

Below is an extract from NSW Roads & Maritime website.

<http://www.rms.nsw.gov.au/roads/safety-rules/road-rules/speed.html>

#### **School bus stop zone**

School bus stop zone signs tell you to drive at 40 km/h because you are near a busy school bus stop. Between the SCHOOL BUS STOP ZONE and END SCHOOL BUS STOP ZONE signs, do not drive faster than 40 km/h. This special speed limit only applies when a bus with flashing rear orange lights (wigwag), is driving between the signs.

#### Note

Be careful near bus stops where drivers are waiting to pick up passengers, particularly in rural areas



## SUBMISSION #61

### Submission in relation to DA200049 – Isabel Drive, Murrumbateman

Thank you for the opportunity to comment on the proposed subdivision. Please find below some issues that we think should be considered in relation to this subdivision.

#### Main points/ summary

- Access to blocks 105 to 107 and 127 to 129 should not be via McIntosh Circuit or Isabel Drive.
- Block 108 should not proceed, and the trees left and have as part of green corridor and open space.
- More open space and green corridors and building of necessary footpaths and cycle paths.
- Provision of adequate fencing to contain dogs.

#### DETAILED SUBMISSION

##### Urban planning

The Statement of Environmental Effects on page 13 refers to electricity and telecommunications. It uses the words 'it is considered' and 'it is assumed' in relation to whether there is enough capacity to accommodate 106 additional connections. We would expect that more work should have been done to determine if this in fact the case. The NBN is not fully rolled out in Murrumbateman yet so we don't think assumptions should be made about its capacity.

We are concerned about the access to blocks 105, 106 and 107. These will have access from McIntosh circuit. They will cross the existing cycle path and be close to the crest of the hill creating a dangerous entry and exits of the properties. Consideration needs to be given whether it is appropriate for these blocks to be accessed from McIntosh Circuit given their impact on both cycle and vehicle traffic. A similar issue exists for blocks 127, 128 and 129. This problem could be overcome in both cases by changing the internal roads to allow access from within the subdivision.

The overall plan of the subdivision sits in stark contrast with the adjoining developments. It is disappointing that the subdivision does not create more green spaces and corridors between the blocks and other infrastructure for cycling, horse riding etc. It would be better for the development to incorporate these into the plans rather than relying on the local council providing these at a later stage (refer page 20 of the Statement of Environmental Effects where it states that it creates provision for footpaths and cycle paths as opposed to actually providing them). The green corridors are important for wildlife to continue using

their existing corridors. We have witnessed distressed kangaroos in other developments which have been cut off from their normal corridors by the fencing of the subdivision. We note there are 2 blocks that are to be left as open spaces but there are no details about doing anything to these to make them useable. They appear to be purely spaces unsuitable for building.

The public interest notes on page 19 paragraphs (g) and (h) state that these points are met but in the light of our comments in the paragraph above we are not sure that they are. It is difficult to see how the following statements made are supported by the development:

(g) to protect and enhance the character of each of the villages in the Yass Valley. The character of the subdivision is in stark contrast for example to the adjoining Merryville Estate.

(h) to enhance service provision in each of the villages in Yass Valley. Supporting existing services by increasing the population does not satisfy this requirement of enhancing service provision.

#### **Environmental concerns**

We note the comments in the Biodiversity development assessment report about the removal of trees. It is of some concern that some of the tree removal appears to be purely for the sake of including block 180. It would be far preferable to leave these trees and include this as an open space. Established trees (particularly acacias) and open space is necessary for the continued protection of wildlife in the area, including the threatened Superb parrot, echidnas, wallabies and water dragons.

#### **Transport/ traffic**

The traffic report at 2.1 refers to 100 lots and a road connecting to Ellendon Street. It is not clear what this is referring to. Given the subdivision is 108 blocks does this report need to be updated?

The traffic report refers to the increased traffic on McIntosh Circuit (both ways) and through the village. We have observed an increase in use of McIntosh Circuit for traffic travelling through to the roundabout at the end of South Street presumably in preference to travelling along the highway and coming up South Street. This has a greater tendency for some vehicles to speed along McIntosh circuit.

The traffic report does not consider the impact of the construction traffic both in the subdivision stage and the building stages. There will be a significant number of heavy vehicles using McIntosh Circuit and South Street. Both roads have current problems including the difficulty heavy vehicles have negotiating the 4 speed humps along South Street. The alternative route via Hercules Street and West Street is also problematic given

the narrowness of that part of West Street. The surface of McIntosh Circuit is prone to breaking up particularly after rain and increased heavy traffic will add to this.

The intersection of Isabel drive and McIntosh circuit will see increased traffic. We have had several instances where traffic turning out of Isabel drive onto McIntosh Circuit have failed to give way. This is caused mainly by driver error but also partly because there is a slight dip in McIntosh Circuit which creates a small blind spot. This issue should be looked at including whether a stop sign would be more appropriate on Isabel Drive.

**Other**

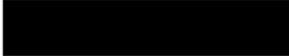
We note the plans do not include information about fencing. Given the continuing and increasing problem with domestic dogs in the Murrumbateman area we think it should be a condition of the subdivision to provide fencing adequate to contain dogs. We also accept that responsible dog ownership requires dog owners to also take responsibility for containment of their dogs.

If you would like any further clarification of the matters we have raised please feel free to contact us.

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██████████

## SUBMISSION #62

  
Murrumbateman, NSW 2582

Yass Valley Council  
Planning Department  
209 Comur Street  
Yass  
NSW 2582

Dear Yass Valley Council

### **Submission in Relation to DA 200049 – Isabel Drive, Murrumbateman**

We refer to your letter notifying of the Development Application by Elton Consulting for the subdivision of land into 108 individual titles.

We would like to lodge our objection to the development application on a number of grounds, including:

- the negative impact on the 'village' character of Murrumbateman;
- the impact of the development on traffic movements on McIntosh Street, including concerns over the assertions made in the Traffic Report lodged with the Development Application;
- environmental issues; and
- lack of public consultation via a public forum, which while impacted by the coronavirus, could now be undertaken were an extended consultation period be provided by Council.

A major concern with this proposal is that it is significantly large enough that it will inevitably impact the actual character of Murrumbateman. This development will remove open paddocks which form a green corridor between the old village and the newer estates, and which provide a rural quality to the village. This development will make the precinct appear more a Canberra suburb than the village environment that many of the current residents came to Murrumbateman to enjoy.

In terms of traffic management, we have major concerns in relation to the impact this development will have on traffic movement, as well as safety concerns for those using the roads and walkways in the area. The traffic management report asserts that 50% of traffic will head south towards Canberra, while 50% will head north. It is clear that new residents to Murrumbateman are primarily from Canberra, or work in Canberra, and as such it is expected that the vast majority of the traffic will in reality head south. This will create greater pressure, and risk to safety, on both McIntosh Circuit, and the intersection onto the Barton Highway. This is already a risky access point and will be made more so by a substantial increase in traffic. Also, the report assumes approximately 90 extra trips per day from the new households. Given most families have multiple vehicles, and will be heading south for work and school, we would suggest that the consultant's figure for additional daily traffic is understated.

Another important concern regarding traffic is that McIntosh Circuit is a significant pick-up and drop-off corridor for school children using school bus services. The significant increase in traffic as a direct result of this housing development will, by definition, pose a greater risk for injury to school children using transport services. The potential increase in buses to cater for the increased population brings heavier vehicle usage onto the roads as well.

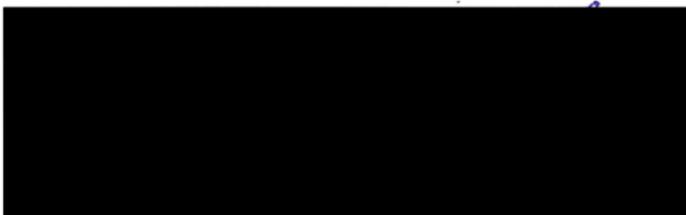
A further concern is the positioning of the proposed intersection of the new access road and McIntosh Circuit, given it is very close to an incline and bend in the road. This will obscure vision and heighten safety concerns for those using the junction. The intersection at Isabel Drive is also very close to a variation in the road height, and so vision may also be impaired.

Environmental concerns are a major issue for all residents, and a growing focus of voters' considerations when electing public officials. The scale of the proposed new development removes a significant amount of green space in Murrumbateman, and will impact the movement, and existence, of animals, reptiles and birds. Increased lighting will also impact the wildlife and insects in the region, as will the removal of dams and the important water reserves that those dams contain. All of these issues mean the development should not go ahead.

Importantly, we also believe that due to the coronavirus there has not been an ability to have a public meeting regarding this proposal. We believe it is appropriate, in terms of due process, given the impact this large development will have on the Murrumbateman community, that a public meeting be arranged so that this can be discussed openly. Any limitation on numbers attending can be overcome by streaming the event. To allow for this public consultation we suggest the closing date for consultation be extended.

In summary, we believe this development should not proceed due to the detrimental impact it has on the community and wildlife. Further public consultation should be allowed to fully discuss these issues.

Kind regards



4 June 2020

email: [REDACTED]

**SUBMISSION #63**

Murrumbateman NSW 2582

**Submission on Development Application DA200049 Isabel Drive Murrumbateman subdivision**

**General Manager  
Yass Valley Council**

Please accept the concerns raised in this submission on DA 200049 Isabel Drive Murrumbateman – subdivision. It is hoped that some of these issue may be able to be resolved and a better subdivision layout for positive outcomes for the community and the environment will result.

Issue of concern	Discussion	Solution/Request
<p>1. <b>Assessment should not be proceed</b> – DA is not consistent or has not addressed current and impending programs that need to be completed for finalising local planning strategies.</p>	<p>Isabel Subdivision DA should not be assessed until after finalisation or completion</p> <ul style="list-style-type: none"> <li>- floodplain study</li> <li>- Murrumbateman Master plan (revision and update)</li> <li>- Comprehensive Yass Valley Development Control Plan</li> <li>- Barton Highway safety measures and duplication.</li> </ul>	<p>Suggest Council assessment does not proceed at this time.</p> <p>Developer to resubmit at a later time and take into detailed consideration updated local planning strategies for Murrumbateman/Yass Valley</p>
<p>2. Natural environment deterioration – no enhancement or rehabilitation addressed</p> <p>CSP Strategy EN1 - Protect and <b>enhance</b> the existing natural environment, including flora and fauna native to the region.</p>	<p>The DA has <b>not considered any enhancement measures</b> for the existing natural environment. While the proposal retains certain areas of habitat through some open space, placement of building envelopes, section 88B restrictions, existing vegetation corridors, remnant trees, there is no mention of <b>enhancement</b> of the existing natural environment assets. This is not in line with the CSP EN1 or with community values.</p> <p>The BDAR assessment report lists the impacts in accordance with legislation, but makes no provision for enhancement of the existing natural and rural environment. Maybe the developer is not required to make enhancement or rehabilitation measures under legislation however there is still a community expectation and a company/corporate social obligation to do so.</p> <p>The removal and filling of six dams will affect existing water habitat and water source for wider</p>	<p>Council to consider request or apply conditions appropriate to the concerns.</p> <p>Applicant to consider implementing enhancement measures.</p>

<p>CSP Strategy EN3 - Protect and <b>rehabilitate waterways and catchments</b></p> <p><b>Removal of 6 dams (habitat and surrounds)</b></p> <p>Timing of surveys for environment assessment</p>	<p>fauna use. While these water sources areas may not be significant, the retention and rehabilitation of some of these water sources and catchments will be of high benefit to the community and environment. It will also contribute to maintaining a rural landscape.</p> <p><i>BDAR Report: "McClungs Creek, drainage lines and farm dams, whilst heavily modified by grazing and bank armouring still provide habitat to species including Long-necked Turtles (Chelodina longicollis) and a variety of waterbirds'. .....Dams to be drained when turtles are active and can be caught and relocated. Waterbirds, particularly ducks may nest near farm dams."</i></p> <p>It is a major concern that the site inspection for flora and fauna assessment was <b>undertaken during a major drought – surveys done on 10 and 19 September 2019.</b> Seasonal aspects as well as timing is very important to accurately determine such assessments. The results and images in the report could look very different in better seasons. So what could have been missed?</p>	<p>Applicant to redesign the plan of allotments to provide for more open space amenity and green corridors</p> <ul style="list-style-type: none"> <li>- retain one or two existing dams to maintain habitat and for rehabilitation.</li> </ul>
<p>3. Open space/Green Corridors</p> <p>Only minimal areas allocated.</p> <p>Connectivity described as weak – opportunity for enhancement and meet CSP EN1 and EN3</p>	<p>Open space and green corridors can protect and enhance waterways and habitat for the maintenance of biodiversity and provide landscape links to parks and other areas of high conservation value. They partially help compensate for overall habitat loss a fragmented natural landscape. There is much opportunity for the developer to ensure connectivity through open space and green corridors.</p> <p>The proposed subdivision is located between several sites of high conservation value – Hawthorn site, Murrumbateman Bush Cemetery, Crown Reserve Landcare conservation project (West/Hercules Sts), Woods Close Reserves. Also Hawthorn site is expected to contain future parkland areas ( public recreation zones) and potentially a school.</p> <p>The connectivity flows are illustrated in Figure 4 of the BDAR report - although the development site is described to not contain any significant connectivity features and only a weak habitat connection, there are many fauna species that use the site and McClung creek corridor.</p> <p><b>Only two lots are allocated in the DA plan layout being Lots 208 and 172.</b> Both lots are described as having building difficulties. Lots 207 and 180 also will have building difficulties. They also contain substantial tree/vegetation areas and fall within the creek corridor. <b>It would appropriate to also make Lots 208 and 180 open space and allow for enhancement to the creek green corridor.</b></p> <p>This open space should be provided by the developer as a corporate community social obligation</p>	<p>Council to consider request or apply conditions appropriate to the concerns.</p> <p>Applicant should redesign layout plan and provide more open space and green corridors to enhance connectivity</p> <ul style="list-style-type: none"> <li>- Lots 207 and 180 should also be allocated as open space</li> </ul>

	and not included in section 94 contribution reductions. Ongoing maintenance will need to be negotiated and community support/ownership should be engaged to assist in management of the spaces. Benefits of open space areas provide for relaxation and contemplation, and visual amenity for the community and green corridor for biodiversity enhancement are well known.	
4. Shared path/Pathways / Additional pathways within development	<p>A proposed pathway along McClungs creek is marked on the plan however approval for this pathway is not sought. Approval needs to be obtained in an early stage in the subdivision assessment to ensure that these pathways will be constructed. The developer should construct these pathways as an essential part of the subdivision development.</p> <p>Multiple pathway access into/out of the subdivision is required for connectivity to the commercial precinct, to future public recreational parklands, to the new proposed school, current recreational facilities, the preschool and childcare centre.</p> <p>The developer should also consider constructing additional pathways along verges within the subdivision for connection and integration between this development and the existing township.</p> <p><b>The following additional paths are suggested:</b></p> <ul style="list-style-type: none"> <li>- <b>Road 1 and 4 paths to connect west to McIntosh Circuit pathway to allow for pedestrian/wheelchair safe access to school bus stops and to southern town centre</b></li> <li>- <b>Road 6 path to connect north to Colonial place Carrington to allow access to future school and public recreation areas</b></li> <li>- <b>Road 1 path to extend and connect to McClungs Creek pathway.</b></li> </ul>	<p>Council to consider request or apply conditions appropriate to the concerns. Require additional pathways to be constructed within the subdivision.</p> <p>Applicant to ensure that construction of pathways sought for approval and constructed as part of this development.</p>
5. No provision for a local/neighbourhood park within the subdivision	<p>106 lots for dwellings results potentially in at least 212 children within this subdivision alone. With allocation of additional open space within the subdivision there is opportunity for a local/neighbourhood park</p> <p>Parks and playgrounds are more than places for children to play - they provide gathering areas for parents and carers, encouraging community interaction and providing children with opportunities for social and physical development. Council has committed to the ongoing maintenance, enhancement and redevelopment of playgrounds within the Yass Valley.</p>	<p>Council to require as a condition - establishment of a local/neighbourhood park within the subdivision, being Category 2 or 3 park.</p> <p>Suggest that this is incorporated in the open space lots along the McClungs creek corridor.</p>

## SUBMISSION #64

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██████████  
Murrumbateman, NSW 2582

C/- Yass Valley Council - In response to DA200049 – Isabel Drive Murrumbateman  
(Lot 1, DP 1257138, Isabel Drive, Murrumbateman)

Dear Councillors,

██████████ have been residents of Murrumbateman for approximately three and half years. We moved to Murrumbateman to enjoy the rural lifestyle and lack of traffic congestion. What attracted us to the location is the combination of both private and open spaces with a green environment backdrop provided by native vegetation. Professionally I have been involved in the location for some ten years in the capacity as a property valuer conducting valuations for a variety of purposes, with a background in both property and planning fields. We have carefully reviewed the development applications which present a number of concerns, which directly impact our property and also impact the greater area surrounding the development.

Review of the Traffic Management Plan has raised concern as it appears to be based upon some inconsistent assumptions. We note the proposed development is of a rural residential nature. The estimates provided by a combination of RMS and IET data is on the basis of a residential lot, ie built up township. No traffic research has been sought specific to the location, accounting for the rural residential nature and lack of public transportation within the area. Furthermore, no regard to intergenerational living arrangements; which has increased population density per each lot, has been considered by the expert report provider.

The lack of understanding provided by the traffic expert is evident with a grossly incorrect assumption that traffic is equally divided between Yass and Canberra. Whilst Yass offers significant amenity and service to the broader region, we note that the largest employment centre, education and extensive hospital facilities are located within the Canberra region, with majority of commuters heading toward Canberra opposed to Yass. This raises concerns of the creditability of the expert report.

Furthermore, the roads between the development and the Barton Highway in a south bound location comprise of an asphalt road with earth formed culverts. The road presently is sub-standard with the current level of residents using it. Notably between Isabel Drive and Middleton lane, a number of potholes are evident. Further concerns are of adequate lighting and pedestrian walkways between Acacia way and George Street, which could potentially cause pedestrian accidents with an increase of traffic, particularly in the evenings. We note that development of the most recent release, Jiparu Estate, is yet to be developed with residences. Connection with Scrubby Lane is expected to increase more traffic movements on McIntosh Circuit in addition with development of Bellsview, which aligns with the rear of Jiparu Estate which is accessed via Isabel Drive. Further degradation of the road would be expected with this development.

No provision has been provided for a suitable bus shelter or open space for the proposed development along Isabel Drive or McIntosh Circuit, which would provide a safe and open area for children to connect with existing bus services. We note that both roads currently have a speed of 70

kilometres an hour with a moderate volume of traffic movements during peak hours from existing estates of Merryville Estate, Carrington Park and Vines estate.

Existing vegetation buffers which align with the western and north-western boundaries of Merryville Estate appears not to be retained within the plans provided. We note that observation of the proposed subdivision indicates that the vegetation buffers are not located within the building envelopes proposed. We believe that this existing vegetation buffers enhance the rural residential character of the development and also provides integration with existing estates. Furthermore, a level of privacy is provided. Similar vegetation buffers have been observed within Carrington Estate, Jiparu Estate, Merryville Park and Merryville Estate.

We note that it has been observed over the years of residing within this location that the corridor provides safe passage for native wildlife and is frequently visited by a flock of Yellow tailed Black Cockatoos. Concern that removal of such a vegetation corridor will further impact endangered native wildlife. The current landscape plan fails to adequately replace the proposed removal of the 1.18 hectares of native bush and green corridors.

It is noted that two reserves have been proposed which are burdened by the passage of the watercourse of McClungs Creek and is regarded more so as a drainage reserve than a recreational area, with limited open recreational space which differs to surrounding development, as found within the adjoining estate of Merryville Estate. We suggest increasing the open space allocation to 15% of the total site area of the development, we note that the proposed development plan offers only 8.12%.

Whilst a walking path is proposed to align with the southern boundary of the development which aligns with the Suffolk Common of Merryville estate, no drainage works are proposed to assist with run off to prevent further erosion to erosion gullies within Merryville Estate. The development application also fails to replace existing fencing between the estate which comprises of a rural specification fencing in poor condition which was suitable at some stage for retaining livestock, we note that the erosion gully poses safety concerns for residents given the drop is two metres in some areas. Whilst this is a private common area for residents of Merryville Estate the current fence provides an inadequate barrier for trespass of residents outside of the community estate.

We note that connection proposed with Saxon Avenue provides a pedestrian connection with Merryville Estate which claims to be inline with Murrumbateman Structural Plan, however concern is raised relating to the increased public liability risk associated with non-residents utilising private commons and amenities within the estate, which are paid and maintained by the neighbourhood and communities schemes.

Contained within the Estate of Environmental Effects, aims of the Yass Valley LEP 2013, contains a number of self-verifications relating to the compliance of the proposed development. Particular concern relates to the protection and enhance the character of each village in the Yass Valley. We do not believe the development is consistent with the enhancement of the character or protection with no restriction building covenants to protect the surrounding existing development, streetscape and amenity of the location.

Furthermore, the developer also has the opportunity to establish further development controls to provide sustainable development with building guidelines of mandating the use of solar panels and sustainable building design as part of the development application. This also allows the council to encourage further greenfield developments within the region to follow a similar standard of

development, which would closely align with market desires within adjoining markets such as Canberra.

A lack of education/schooling in the area will put greater pressure on Yass and Canberra schools. We believe development should be postponed coinciding with the gazetted opening date of a proposed primary school within Murrumbateman which has been earmarked by the state government, or at the very least restricted development to stage 1 until the school is established.

A proposal of 90,000 litres of tank water held on site for domestic consumption is grossly inadequate with the lack of mains water at the time of the proposed inception of the estate. A minimum of 120,000 litres of tank water should be sought given the unprecedented drought which is still on going. We note that reliance of bore water as a supplementary water source for non-potable uses is considered unreliable, with a number of bores within the Murrumbateman running dry in December 2019.

Although the proposed development is not within a bushfire prone location, recent catastrophic bushfires have impacted non declared bushfire prone areas. The assumption that the household water tank and on-site bore is considered suitable for fire protection falls outside of the recommended reliable defence sources. A reserve within a domestic water tank of 10,000 litres should be mandated.

Whilst we are not opposed to rural residential development of the property, we feel that the Yass Valley Council is in a position to work with the developer to provide positive outcomes for existing and future residences. The current proposal has a number of flaws within the expert reports and results in challenges to be tackled for adjoining communities.

We note that upon creating this response, we feel the developer has failed to adopt values and mantra which the Yass Valley Council is currently trying to achieve in its mission statement, in particular with the following statements;

- *Adds value to our lifestyle by enhancing the character and culture of our unique Valley.*
- *Protects our green environment, making sure future generations get to use it and enjoy a clean, safe place to live.*
- *Works to make Yass Valley safe for everyone to enjoy.*
- *Makes sure facilities and amenities are there for all - pathways, pools, sports facilities, halls and public spaces.*
- *Works in many ways with residents, individuals, groups and areas of the Valley, to discuss and consult on everyone's needs and aspirations.*

We thank you for reviewing our submission. We hope this submission reflects the concerns and challenges shared by the community. If you would like to discuss any of the above- mentioned concerns with us, please do not hesitate to contact us.

Kind regards,

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██████████  
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## SUBMISSION #65

### Submission in Response to DA 200049

This submission relates to DA 200049, an application in respect of Lot 1 DP 1257138, Isabel Drive, Murrumbateman.

Information available on the Yass Valley Council website page in respect of this DA was last updated on 15 May 2020, with public submissions closing on 5 June 2020. The proposal is a 108 lot subdivision, with a forecast footprint of 106 new dwellings.

#### General Concerns:

It is noted that no broad public consultation has been provided for in respect of this DA, and a period of only 21 days provided between finalisation of information released by YVC and closure of submissions. For a proposal of this scale and the associated impacts on the community of Murrumbateman, this lack of consultation is not in the interests of the residents of either the Murrumbateman Community or the Yass Shire.

The DA documentation estimates that the immediate vicinity of the proposed development location (bounded by Dogtrap Road, Barton Highway, Scrubby Lane and Merriville Drive) currently houses approximately 550 dwellings. The proposal increases this dwelling density by 19.3% through the additional of 108 lots, 106 of which are planned to have a dwelling building entitlement. The area of the proposed development consumes nearly all remaining rural space between Barton Hwy and Dog Trap Road in the vicinity of the village. As such, this proposal is one of significant impact that fundamentally changes the character of the areas. This is a DA that should not be decided on without appropriate opportunity for extensive community consultation.

#### Nature of Development:

The DA uses claimed 'consistency' with the Murrumbateman Structure Plan (MSP) as an underlying justification for approval. However, this DA is in no way consistent with the MSP, which identified specific areas for potential future development. This DA seeks approval to develop holdings outside of approved areas contained in the MSP. As such, this DA is contrary to the MSP, seeking significant additional development over and above that contemplated by the MSP. It should therefore not be permitted to rely upon the implied consultation and consent of the MSP. Consideration of this DA should be subject to the level of consideration and public consultation provided to the MSP.

The DA makes a number of broad claims without substantiation. These include:

- That the DA has '*positive environmental impacts*'. No positive environmental impacts are outlined in the DA. A range of environmental mitigations are included, and the DA fails to adequately address specific environmental risks – such as effluent disposal, which is held over to consideration of individual DAs for future dwelling, despite this DA being the genesis for all future effluent disposal considerations in respect of the proposed 106 lots with dwelling entitlement.

- That the DA is '*in the public interest*'. This claim assumes without justification that further urban development is in the public interest, noting the DA seeks urban development above and beyond that considered in the MSP.
- The DA makes claims of *economic benefit*. Concurrently, it notes limited services are available across the broader Murrumbateman precinct. Claims of future economic benefit should be considered in light of whether other recent developments, such as Fairley Village, have provided economic benefit at the rate or scale envisaged by those developments. Local residents would be quick to point out that even with specific allowances for economic developments, those expected from Fairley Village have not eventuated. Claims in the current DA are therefore extremely questionable, given that this proposal makes no allowance to generate specific economic opportunities beyond an assumption that greater population will cause economic development. There is no suggestion that the development itself would generate economic (employment) opportunities for local residents. Any claims of potential economic benefit should also be considered in light of current economic forecasts.

Overall, the DA is not based on an appropriately community consulted and endorsed expansion of urban development (including increased dwellings) in the immediate vicinity of the Murrumbateman Village. The last body of work that considered development specifically for Murrumbateman at this holistic level was the MSP. This DA is contrary to the MSP. A development of this scale should not be approved without appropriate consultation with the community. It being considered as a standard DA with limited public consultation is entirely inappropriate.

Water:

The DA does not adequately deal with the potential ground water impacts of the development. It notes that access to ground water will be provided, but does not provide appropriate detailed analysis, nor demonstrate that the development will have no enduring negative impact on groundwater in the region.

Increases to consumption of bore water of this scale should not be approved by Council without thorough scientific analysis and assurance to protect the long-term water security of existing residents. Any reliance on historical data is inappropriate given recent years of drought and the overall climate trends that are now evident.

Roads:

Issues relating to roads include both the impact of the construction period on existing local infrastructure, and the enduring impact of increased traffic for, in particular, McIntosh Circuit and Barton Hwy. Issues include both quality and maintenance of infrastructure; as well as significant safety concerns for the community.

There are significant weaknesses in the analysis provided within the DA, which endeavours to demonstrate that this proposed development will have minimal impact on roads during construction and permanently.

The DA claims that of 900 additional 'trips' per day; only 45 would occur during peak hour on the Murrumbateman to Canberra transit. This is fundamentally flawed because the following assumptions do not have an adequate basis, nor reflect the known traffic and commuter behaviours in the area:

- That only 10% of daily travel would occur in peak hour
- That travel for education or shopping purposes does not occur concurrent to employment commuter traffic
- That only 50% of that travel (commuter transit to work) would commute to Canberra.

The claim that 10% of daily travel would occur in peak hour discounts the reality that 'education' and 'shopping' transit to Canberra (the other categories specifically identified in the analysis) also occurs primarily in the same windows of time. The claim that 50% of 'work commuting' would be to Yass is patently flawed, noting the significantly disparate employment opportunities in the ACT versus Yass.

The DA acknowledges the long term congestion and safety issues on the Barton Hwy, and then applies flawed assumptions in order to disguise the additional impact that the proposed development would produce. The accident rate on the Barton Highway is known to be excessive ([www.roadsafety.transport.nsw.gov.au](http://www.roadsafety.transport.nsw.gov.au) provides source data). While some progress has been made towards upgrade (duplication) of the Highway in order to increase safety, this does not yet include funded and scheduled solutions for the full distance between Canberra and Murrumbateman. It is unconscionable for the YVC to approve further developments that increase the traffic load on the Barton Highway until its upgrade is completed.

The DA claims that existing road infrastructure is sufficient to cater for construction of the proposed development. All traffic to/from the proposed development will need to utilise either McIntosh Circuit or South Street in order to access the Barton Hwy. The construction phase of both the development and then subsequent dwellings will greatly increase the amount of 'heavy' traffic on these roads. These roads are:

- Subject to continual repair due to the current quality, under current traffic load
- Do not have formed footpaths (contrary to the claim in the DA)
- Do not have consistent clearance on either side to enable safe passing under a range of circumstances (eg. passing of oncoming vehicles in the vicinity of a pedestrian or cyclist). This safety risk is exacerbated with increased heavy vehicle traffic.

The increased enduring traffic rate on these roads resulting from an additional 106 residences will result in enduring safety risk and road quality issues.

#### Conclusion

The DA, if approved, will have significant impact on the Murrumbateman community and substantially change the character of the village and surrounding areas. The opportunity for submissions and broad community consultation should therefore reflect this. Current

restrictions on public gatherings due to COVID-19 should not be used to avoid broad public consultation in respect of a proposed development of this scale, impact and permanence.

The DA makes a range of unsubstantiated claims around public interest, economic impact, positive environmental impacts and impacts on traffic/infrastructure. The DA should not be approved without detailed inquiry into these claims, and the applicant being required to prove what is claimed. This level of appropriate scrutiny requires time.

Therefore, it is recommended and requested in respect of this DA that:

- The period for public submissions in response to the DA be extended and the existence of the DA activity promoted by YVC, not just passively placed on the YVC website
- YVC decision on the DA be delayed until appropriate public consultation is undertaken. At a minimum, this should include community meetings and information stands at community markets
- The applicant be required to substantiate claims in relation to public interest, economic impact, positive environmental impacts and traffic impacts
- Current assessment of traffic flows be completed, rather than allowing reliance on historical forecasting and questionable modelling

More broadly, it is requested that YVC apply the following principles to DA for multiple subdivision of this nature:

- That no proposals outside of the specific scope of the MSP be considered without a prior broad engagement with the community, and appropriately consulted review of medium term planning for the Murrumbateman village and surrounds (a new MSP).
- That DA that increase the number of dwelling entitlements, or establish developments from which the approval of future dwelling entitlements will arise, are not approved until the duplication of the Barton Highway is completed.

I thank you for consideration of this submission, and am available to discuss it further.

Regards,

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5 June 2020

██████████ Murrumbateman, NSW, 2582  
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