



Ordinary Meeting of Council

Thursday 28 September 2023

4.00pm

Council Chambers

209 Comur Street, Yass

ATTACHMENTS TO REPORTS

Ordinary Meeting of Council

Attachments to Reports

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The Returning Officer
YASS VALLEY COUNCIL

NOMINATION FORM – MAYOR

We, the undersigned Councillors nominate:

..... for the position of Mayor.

.....
Signature

.....
Signature

.....
Date

I consent to the above nomination.

.....
Nominee’s Signature

The Returning Officer
YASS VALLEY COUNCIL

NOMINATION FORM – DEPUTY MAYOR

We, the undersigned Councillors nominate:

..... for the position of Deputy Mayor.

.....
Signature

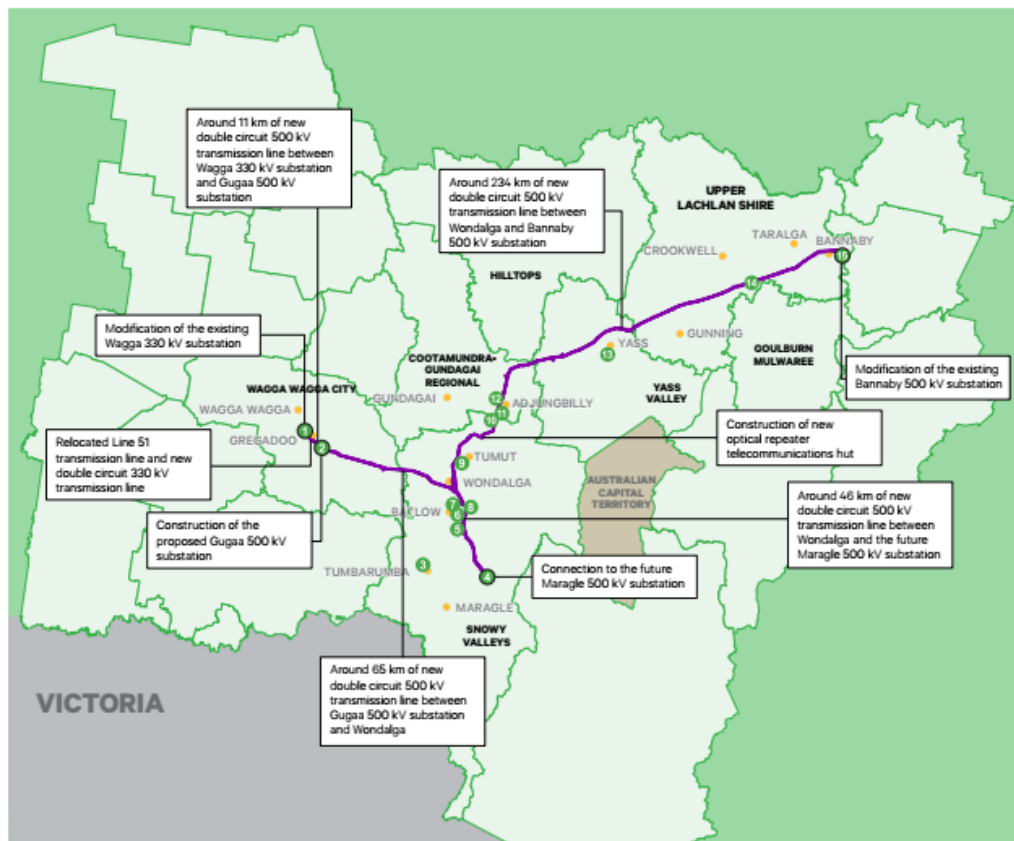
.....
Signature

.....
Date

I consent to the above nomination.

.....
Nominee’s Signature

LOCALITY PLAN & KEY FACILITIES



Project footprint Substation location

Construction ancillary facilities

- | | | |
|--|--|---|
| 1 Wagga 330 kV substation compound (C01) | 6 Bowmans Lane compound (C15) | 11 Red Hill Road compound (C08) |
| 2 Gregadoo Road compound (C06) | 7 Memorial Avenue compound (C14) | 12 Adjungbilly Road compound (C09) |
| 3 Tumbarumba accommodation facility (AC1) | 8 Snubba Road compound (C03) | 13 Yass substation compound (C10) |
| 4 Maragle 500 kV substation compound (C05) | 9 Snowy Mountains Highway compound (C02) | 14 Woodhouselee Road compound (C11) |
| 5 Snubba Road compound (C16) | 10 Honeysuckle Road compound (C07) | 15 Bannaby 500 kV substation compound (C12) |

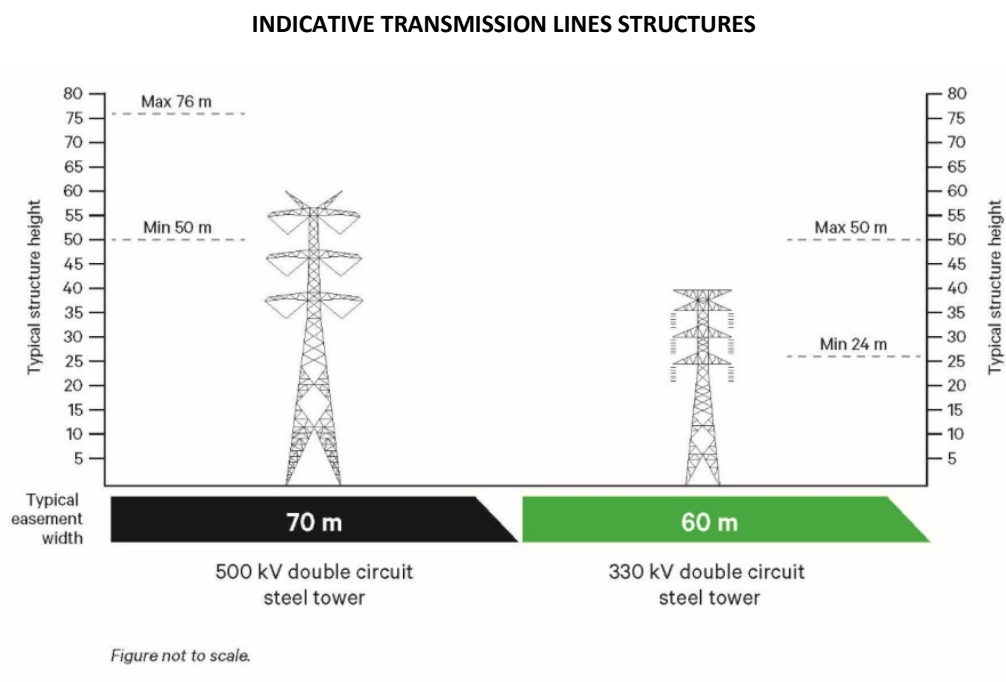
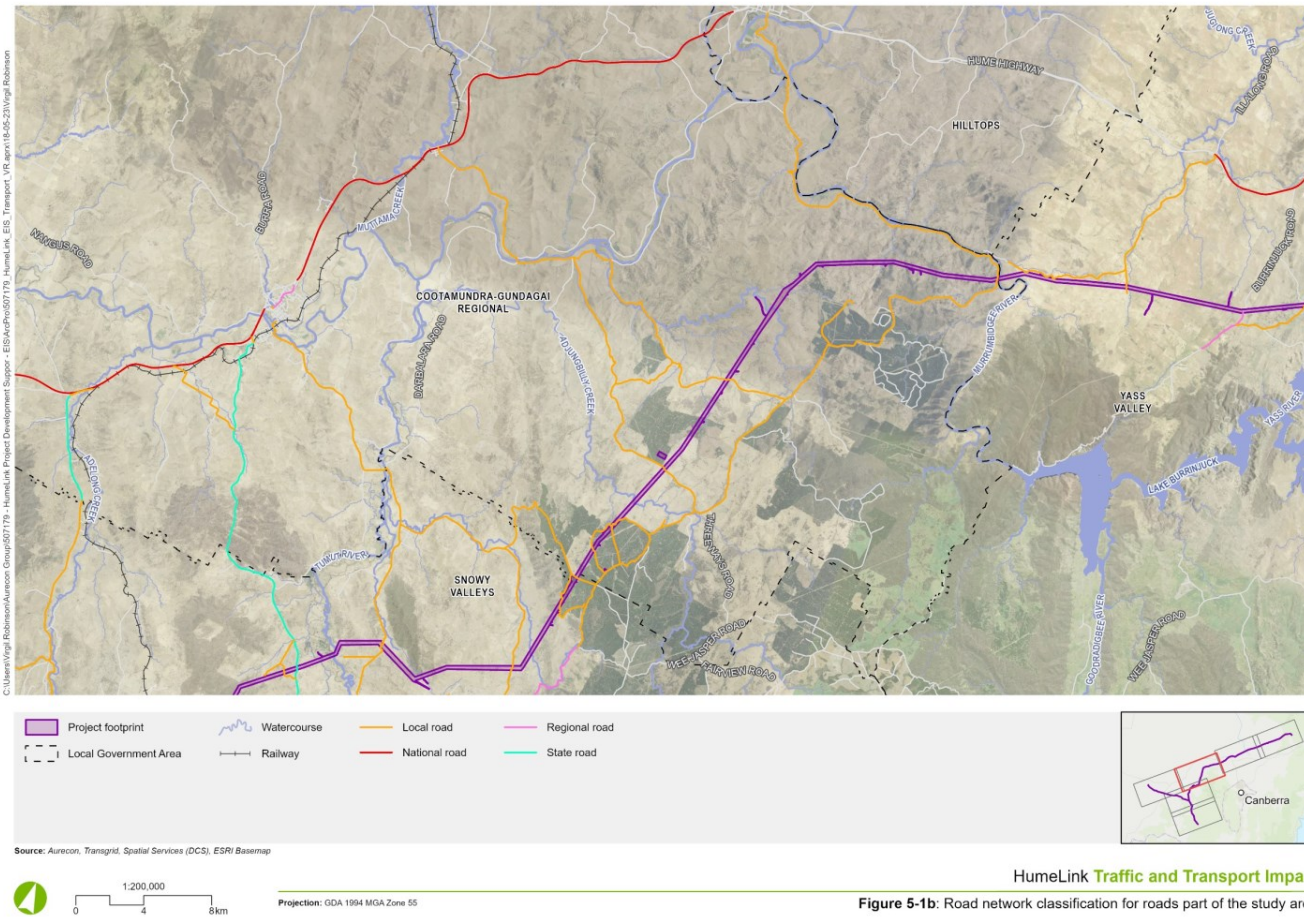


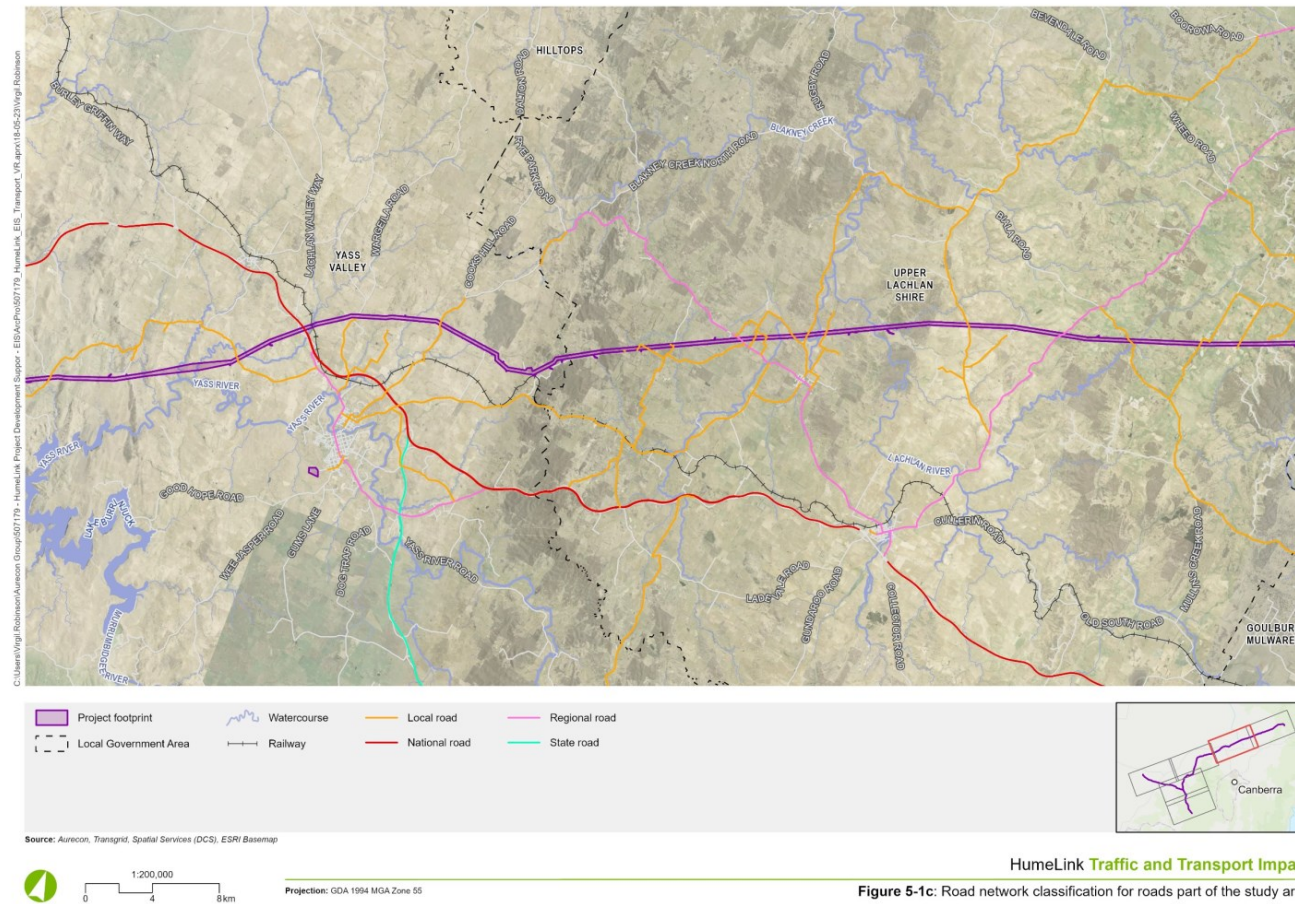
Figure 2-1 Indicative transmission line structures

LOCAL ROADS PROPOSED TO BE USED IN YASS VALLEY



6.2 Proposed HumeLink Transmission Line

Attachment A Locality Plan, Key Facilities & Structures and Local Roads





Yass Valley Council
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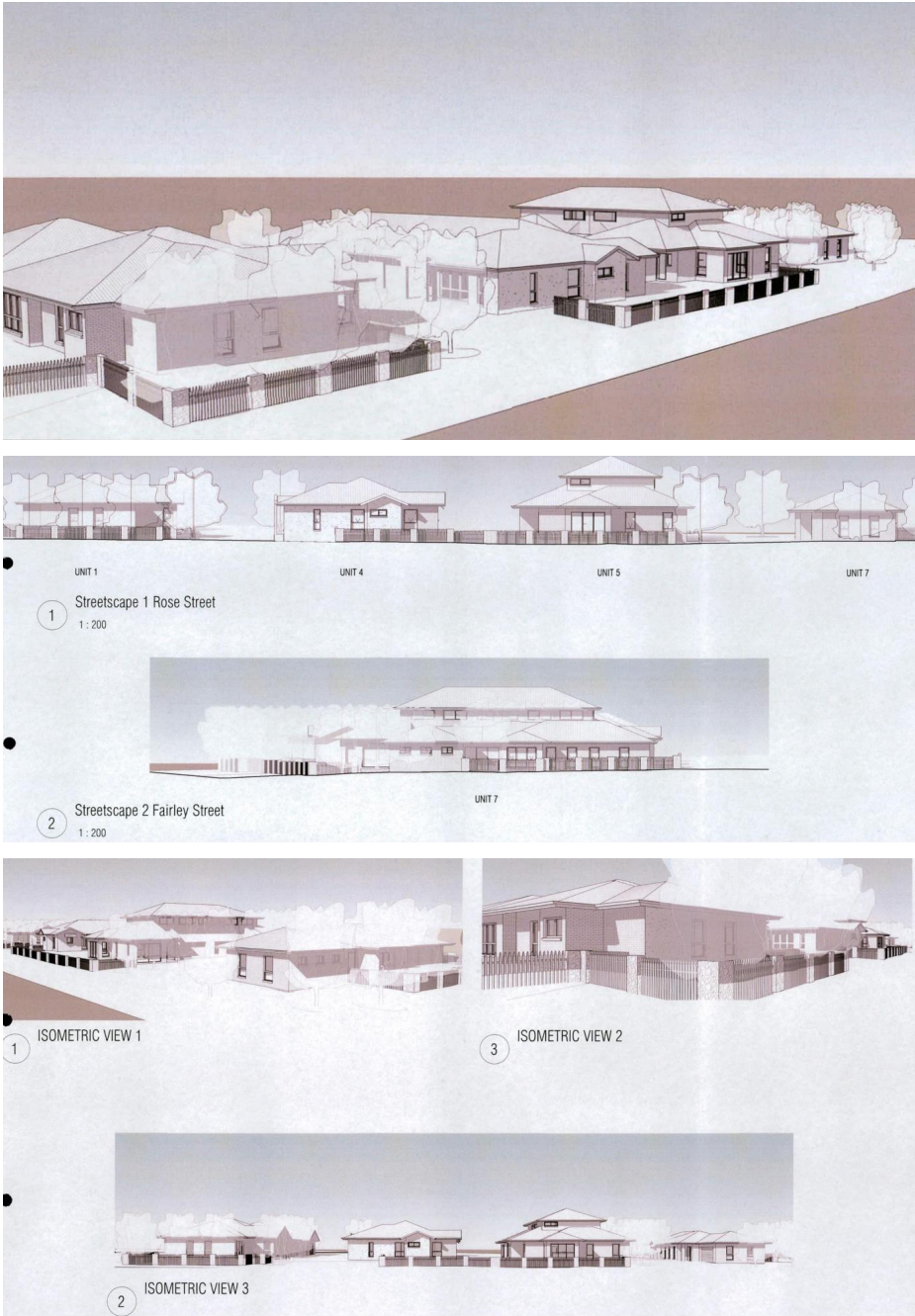
Important Notice!
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Drawn By: John Gurney

Prepared: CGM/H / MGA issue 35

Date: 12/06/2023 11:37 AM

Map Scale: 1:1425 at A4





Attachment C. Photos of fence as constructed on site



Fig 1: - Fence as Constructed



Fig 2: - Fence as Constructed



Fig 3: - At the junction of Barton High and Fairley Street looking west. New NSW Primary School and medical centre on the Left of the Photos. Subject site circled in red.



Fig 4: - At the entrance to Murrumbateman medical centre and Fairley Street looking west. Subject site circled in red.



Fig 5: - Corner of Rose and Fairley Street looking Southwest. Subject site circled in red.



Fig 6: - On Fairley Street looking East. Subject site circled in red.



Fig 7: - On Rose Street looking north. Subject site circled in red



Fig 8: - At the entrance to Fairly Square on Rose Street, looking northwest. Subject site circled in red

DA165253C – Redacted Submission 36 Rose Street

Submission 1

Dear Sir/Madam,

I refer to DA 165253C amending fencing.

I strongly object to this amendment application on the following grounds.

1. The approved DA clearly states the standard of landscape/fencing design as a result of public exhibition this standard has been totally ignored by the developer with blatant disregard to approved plans.
2. The original design was prepared by a landscape architect in conjunction with the projects lead architect to produce a design that is attractive and well considered , especially as this was the first medium density project in Murrumbateman they were conscious of community resistance to this concept, the fencing design was done in consultation with council planners at the time to ensure community acceptance.
3. The fence that is currently erected without approval not only has not used the stone pillars but it also does not have the lines of the approved design and instead just lazily follows the ground contours.
4. Should council approve this amendment then they are undermining the public consultation and approval process by letting the developer get away with blatant disregard of approved plans, especially as they just went ahead with out firstly requesting an amendment to the approved publicly notified design.
5. The current installation is unsightly , cheap and nasty attempt to cut corners , the units were all sold with the current design approvals in place, not the current attempt at fencing.
6. As the attached image of the original approval shows this is totally different to the unsightly fence currently erected as shown in the attached photo as you can see this is not what was approved , to let the developer get away with this shows contempt to the community and brings into question the purpose and commitment to publicly notifying DA's.

Submission 2

Dear Sir/Madam,

I refer to DA 165253C Change of Fence Style

I am writing in reference to Development Application (DA) 165253C concerning the proposed Change of Fence Style.

We extend our appreciation for publicly notifying the above mentioned Development Application, thereby affording us the privilege of expressing our insights.

I note that the Development Application pertains to modifications made to a structure that were not executed in accordance with the approved Development Application.

Upon review of the proposed alteration, it becomes evident that the resulting streetscape aspect along Rose Street diverges from the original plans initially presented and submitted to the Council for approval. The initial design concept sought to introduce a nuanced texture and rural aesthetic within the residential milieu. This aspiration was realised through the incorporation of decorative palisade timber palings harmonized with stonework piers. The stonework components were intended not only to confer a sturdier visage in keeping with the rustic character of the residential development, but also to address the variations in ground elevation. The upper alignment of the fence was intended to project a level horizontal delineation, punctuated by discernible gradations within the fence structure. Regrettably, the actual fence alignment conforms to the natural topography of the terrain, yielding an awkward and incongruous visual outcome.

The landscape aspect held equal prominence in the development scheme, particularly in relation to its interaction with the street. It is evident that the landscape execution deviates from the original design intent, consequently compromising the seamless integration and softening effect that the landscape was intended to bestow upon the street fencing.

Thank you for the opportunity to offer our observations on the submitted Development Application. We trust that the Council will conscientiously consider the aforementioned points and reassess the proposed modifications while upholding the foundational design intent initially endorsed by the Council during the initial Development Application approval process.

Submission 3

I am writing in relation to DA 165253C concerning the Change of Fence Style for the units at 36 Rose St Murrumbateman. Thank you for the opportunity, as a Yass Valley ratepayer, to provide my comments.

I am concerned that the proposed change is vastly inferior to what was originally proposed for the fence. The proposed change is a cheap and nasty alternative that significantly detracts from the development and devalues the amenity of the development. The resulting streetscape aspect along Rose Street is very different, and in my view vastly inferior, from the original plans initially presented and submitted to the Council for approval.

I respectfully request that Council reject the proposed alteration to the DA and require the builder to comply with the design that was initially approved.

Yours sincerely,

Submission 4

Re: Development Application on Exhibition - DA165253C - 36 Rose Street, Murrumbateman
Description of Proposal - Change of Fence Style

We have a contract to purchase one of the units in the above development which was exchanged almost three years ago.

We would like to make a submission regarding the above proposal, to the effect that we support the changes to the fence style.

We note that there do not appear to be any other properties in Fairley that have the brick/stone pillars with timber infill. Accordingly, what is in place currently, described as the proposed modification of "... steel posts painted white with cap with timber infill" does not adversely impact the aesthetics of the development.

Furthermore, this proposal should be resolved as soon as possible so that progress can be made to register the community plan and complete our contract.

Submission 5

Good afternoon Yass Valley Council Planning & Councilors,

I hope your day is going well.

I would like to make a very strong objection to the proposed amendment to the original DA which is currently out for public consultation.

The works that have been completed are not in line with what was agreed to under contract when the property was purchased, as per the approved plans from the Yass Valley Council (attached).

Please see attached recent progress photos of the property which clearly demonstrate that the works carried out are nothing like the designs that were not only approved by the council but entered into by purchasers. I have also attached the sales ad and artists impressions of the design that were presented at the time of purchase.

Not only are the works not in line with the approved DA it is of very poor quality and quite frankly will not survive a strong westerly wind. Having walked past it during its construction the entire landscaping is a joke. I am happy to get current photos and send them through.

I would find it very disturbing if this amendment went through as it would demonstrate that what may get approved by council can easily change with an amendment 3 years later, not something that I believe is going to give anyone buying 'off the plan' confidence when purchasing in the Yass Valley.

Please feel free to contact me if you would like to discuss further

Submission 6

Hi,

I would like to respond to DA165253C

I am in support of the changes and believe the time taken for this construction so far is too long, and expanding that time frame further over a fence is not in anyone's best interest.

Section 4.15 Evaluation – Section 4.55 Modification

Summary of Application

Recommendation	Modified Conditional Approval
Modification Application No.	DA165253C
Type of Development	Local
Development Site	Lot 21 DP 1212099, 36 Rose Street, Murrumbateman
Owner / Applicant	Mr L Kerchevel
Type of Modification	4.55(1A) Modification Involving Minimal Environmental Impact
Description of Approved Development	Seven Dwellings and a Community Title Subdivision
Description of Modification	The original application proposed front fencing consisting of 1500mm high timber with stone columns. The subject application proposes to replace the stone columns with white steel posts.

<p style="text-align: center;">Consideration Under s4.55(1A)</p> <p>4.55(1A) of the Environmental Planning and Assessment Act 1979 states:</p> <p><i>A consent authority may, on application being made by the applicant or any other person entitled to act on a consent granted by the consent authority and subject to and in accordance with the regulations, modify the consent if:</i></p>	
<p>(a) <i>it is satisfied that the proposed modification is of minimal environmental impact, and</i></p>	<p>The proposed modification is minimal environmental impact for the reasons detailed in this assessment and Council report.</p>
<p>(b) <i>it is satisfied that the development to which the consent as modified relates is substantially the same development as the development for which the consent was originally granted and before that consent as originally granted was modified (if at all), and</i></p>	<p>The proposed development as modified remains substantially the same as that for which the original Development Consent was granted.</p>
<p>(c) <i>it has notified the application in accordance with:</i></p> <p>(i) <i>the regulations, if the regulations so require, or</i></p> <p>(ii) <i>a development control plan, if the consent authority is a council that has made a development control plan that requires the notification or advertising of applications for modification of a development consent, and</i></p>	<p>The modification application was notified in accordance with Council's Community Engagement Strategy with DA165253C. There was a total of six submissions received: four objections and two in support.</p>
<p>(d) <i>it has considered any submissions made concerning the proposed modification within any period prescribed by the regulations or provided by the development control plan, as the case may be.</i></p>	<p>The objections raise concern that the change in material from stone to metal has resulted in a fence which is inferior to that of the original design and one which detracts from the streetscape. Whilst it is generally accepted that stone gives the appearance of a high-quality finish, the use of metal components, in this instance, is considered to be negligible in relation to the broader unit development and Fairley Estate. The photos included in Attachment C of the report to council show the fence in a broader context, demonstrating that the use of metal does not stand out nor does it impact the streetscape or the existing townhouse development on the site.</p>
<p style="text-align: center;">Consideration Under s4.55(3)</p> <p>4.55(3) of the Environmental Planning and Assessment Act 1979 states:</p> <p><i>"In determining an application for modification of a consent under this section, the consent authority must take into consideration such of the matters referred to in section 4.15(1) as are of relevance to the development the subject of the application."</i></p>	
<p>All relevant matters in section 4.15 have been considered as presented in this assessment.</p>	

Section 4.15 – Evaluation

(1) Matters for consideration—general

In determining a development application, a consent authority is to take into consideration such of the following matters as are of relevance to the development the subject of the development application:

(a) the provisions of:

(i) any environmental planning instrument

Integrated Development

Legislation	Yes	N/A
Coal Mine Subsidence Compensation Act 2017 s 22	<input type="checkbox"/>	✓
Fisheries Management Act 1994 s 144, S201 S205, S219,	<input type="checkbox"/>	✓
Heritage Act 1977 s 58	<input type="checkbox"/>	✓
Mining Act 1992 ss 63, 64	<input type="checkbox"/>	✓
National Parks and Wildlife Act 1974 s 90	<input type="checkbox"/>	✓
Petroleum (Onshore) Act 1991 s 16	<input type="checkbox"/>	✓
Protection of the Environment Operations Act 1997 ss 43(a), 47 and 55, ss 43(b), 48 and 55, ss 43(d), 55 and 122	<input type="checkbox"/>	✓
Roads Act 1993 s 138	<input type="checkbox"/>	✓
Rural Fires Act 1997 s 100B	<input type="checkbox"/>	✓
Water Management Act 2000 ss 89, 90, 91	<input type="checkbox"/>	✓

Comment

The development and modification application are not integrated development.

Section 4.15 – Matters for Consideration

Provisions of any environmental planning instrument

State Environmental Planning Policy (SEPP)	<p>Where a SEPP is applicable to the proposed development, is the development:</p> <ul style="list-style-type: none"> • Consistent with the aims and objectives of the instrument • Complies with development standards contained in the instrument • Satisfies the requirements of the instrument • Meets the relevant concurrence, consultation and/or referral requirements.
---	---

Comment

State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004

A revised BASIX Certificate has been submitted with the modification application.

No other changes from the original/previous assessment.	
Local Environmental Plan (LEP)	<p>In considering the provisions of the Yass Valley Local Environmental Plan 2013 (YVLEP), is the proposed development:</p> <ul style="list-style-type: none"> • Consistent with the aims and objectives of the plan • Consistent with the aims and objectives of the land use zone • Permissible in the land use zone • Consistent with all relevant clauses within the LEP • Complies with development standards in the LEP.
<p>Comment</p> <p>The proposed modification does not contravene the objects of the YVLEP or the land use zone. The YVLEP does not make provision for development standards relating to fencing.</p>	
Clause 2.3 Zone and zone objectives	The land is zoned RU5 - Village and is generally consistent with the objectives of the zone. No changes from the original/previous assessment.
Clause 2.3 Land Use Table	No changes from the original/previous assessment. The proposed development remains permissible with Development Consent in the RU5 - Village zone.
Clause 2.6 Subdivision consent requirements	N/A
Clause 2.8 Temporary use of land	N/A
Clause 4.1 Minimum subdivision lot size	N/A
Clause 4.1B Subdivision using average lot sizes	N/A
Clause 4.1C Additional requirements for subdivision in certain rural zones	N/A
Clause 4.1D Minimum site areas for dual occupancies and multi dwelling housing in Zones R1, R2, R3 and RU5	N/A
Clause 4.2B Erection of dwelling houses and dual occupancies on land in certain rural and environment protection zones	N/A
Clause 4.3 Height of buildings	N/A
Clause 4.4	N/A

Floor space ratio	
Clause 4.6 Exceptions to development standards	N/A
Clause 5.4 Controls relating to miscellaneous permissible uses	N/A
Clause 5.10 Heritage conservation	N/A
Clause 5.16 Subdivision of, or dwellings on, land in certain rural, residential or conservation zones	No changes from the original/previous assessment.
Clause 5.21 Flood planning	N/A
Clause 6.1 Earthworks	N/A
Clause 6.2 (repealed)	N/A
Clause 6.3 Terrestrial biodiversity	The development as modified will not have a significant impact on critical habitats, threatened species, ecological communities or their habitats.
Clause 6.4 Groundwater vulnerability	Negligible impact is anticipated as a result of the proposed development as modified.
Clause 6.5 Riparian land and watercourses	N/A
Clause 6.6 Salinity	N/A
Clause 6.7 Highly erodible soils	N/A
Clause 6.8 Essential services	All essential services can be provided to the proposed development as modified.
Clause 6.9 Development within a designated buffer area	N/A
Clause 6.10 Development on land intended to be acquired for Barton Highway duplication	N/A

Clause 6.12 Development on certain land in Gundaroo and Sutton in R2 Low Density Residential	N/A
Other relevant clause	N/A

Proposed environmental planning instrument that is or has been subject of public consultation and has been notified to the consent authority

Primary Matters	Specific Consideration
Draft Environmental Planning Instrument	<p>Where a draft environmental planning instrument is applicable to the proposed development, is the development:</p> <ul style="list-style-type: none"> • Consistent with the aims and objectives of the draft instrument • Complies with development standards contained in the draft instrument • Satisfies the requirements of the draft instrument • Meets the relevant concurrence, consultation or referral requirements to address the provisions of the draft instrument
<p><u>Comment</u> N/A</p>	

Any development control plan

Primary Matters	Specific Consideration
Development Control Plan (DCP)	<p>Where a DCP is applicable to the proposed development, is the development:</p> <ul style="list-style-type: none"> • Consistent with the aims and objectives of the plan • Satisfies the requirements of the DCP
<p><u>Comment</u> Nil applicable to the proposal. No changes from the original/previous assessment.</p>	
Contributions Plans	<p>Are contributions under the Yass Valley Developer Contribution Plan 2018 and/or the Yass Valley Heavy Haulage Contribution Plan 2021 applicable to the proposed development?</p>
<p><u>Comment</u> No other changes from the original/previous assessment.</p>	

Planning agreement entered into or a developer has offered to enter into under s7.4 of the Act

Primary Matters	Specific Consideration
-----------------	------------------------

Planning Agreement or Draft Planning Agreement	Details of Agreement
<u>Comment</u> N/A	

Prescribed Matters – Environmental Planning and Assessment Regulation

Primary Matters	Specific Consideration
Environmental Planning and Assessment Regulation 2021	<p>The following matters under the <i>Environmental Planning and Assessment Regulation 2021</i> have been considered:</p> <ul style="list-style-type: none"> • complies with AS 2601 when demolition is involved • complies with the Category 1 fire safety provisions if a change of building use is involved • has provision for compliance with the Building Code of Australia as amended if an building upgrade required • has been accompanied by a compliant BASIX certificate where the development is BASIX affected.
<u>Comment</u> No changes from the original/previous assessment.	

Likely impacts of the development including environmental impacts on both the natural and built environments, and social and economic impacts in the locality

Primary Matters	Specific Consideration
Context and setting	<p><u>Context</u></p> <p>Compatibility of the development with:</p> <ul style="list-style-type: none"> • scenic qualities and features of the landscape • character and amenity of the locality and streetscape • scale (bulk, height, mass) form, character, density and design of development in the locality • previous existing land uses and activities in the locality <p><u>Setting</u></p> <p>Impact of the development on adjacent properties in terms of:</p> <ul style="list-style-type: none"> • the relationship and compatibility of adjacent land uses • sunlight access (overshadowing) • visual and acoustic privacy • views and vistas • edge conditions such as boundary treatments and fencing

<u>Comment</u> No additional matters for discussion outside of those detailed elsewhere in this assessment and the accompanying Council report.	
Access, transport and traffic	Consideration of access, transport and traffic and the proposed development: <ul style="list-style-type: none"> • The existing road network is capable of supporting the proposed development • The proposed development complies with Council's Roads Standards Policy • The volume of traffic generated as a result of the proposed development is unlikely to exceed the capacity of the local and arterial road network • Public transport is available • A traffic management study was either not required to support the proposed development or was submitted and was considered satisfactory • An adequate number of vehicle parking spaces have been provided • On site car parking has provisions for compliance with relevant standards • The proposed or existing location of vehicular access to the site is considered satisfactory
<u>Comment</u> No changes from the original/previous assessment.	
Utilities	Consideration of utilities and the proposed development: <ul style="list-style-type: none"> • Utilities are either existing and capable of supporting the proposed development or capable of being extended to service the site • Where onsite sewage management is proposed it has been accompanied by a report prepared by an appropriate consultant demonstrating the suitability of the site for on-site effluent disposal
<u>Comment</u> No changes from the original/previous assessment.	
Heritage	Impact of the proposed development on heritage significance of the site, adjacent properties and/or a heritage conservation area: <ul style="list-style-type: none"> • Consideration of impact on items, landscapes, areas, places, relics and practices • Consideration of the historic, scientific, social, aesthetic, cultural, archaeological (both Aboriginal and non-Aboriginal) values of the site
<u>Comment</u> No changes from the original/previous assessment.	
Water	Impact of the proposed development on conservation of water: <ul style="list-style-type: none"> • water supply sources • treatment, reuse and disposal of waste water and runoff • drainage, flow regimes, flooding on-site, up and downstream and in the catchment flood plain • groundwater tables
<u>Comment</u> No changes from the original/previous assessment.	

Soils	<p>Impact of the development on soils:</p> <ul style="list-style-type: none"> • soil qualities - erodibility, permeability, expansion/contraction, fertility/productivity, salinity, sodicity, acidity, contaminants • instability - subsidence, slip, mass movement • the movement, formation, use and management of soils • soil erosion and degradation • remediation of contaminated soils
<p><u>Comment</u></p> <p>No additional matters for discussion</p>	
Air and Microclimate	<p>Impact of the development on air quality and microclimatic conditions in terms of emissions of dust, particulates, odours, fumes, gases and pollutants.</p>
<p><u>Comment</u></p> <p>No changes from the original/previous assessment.</p>	
Flora and Fauna	<p>Impact of the proposed development on:</p> <ul style="list-style-type: none"> • wilderness areas and national parks • wildlife corridors and remnant vegetation • the relationship of vegetation to soil erosion/stability and the water cycle • weeds, feral animal activity, vermin and disease <p>Outcomes of an assessment under the <i>Biodiversity Conservation Act 2016</i> considers:</p> <ul style="list-style-type: none"> • whether the development will result in serious and irreversible impacts • whether a BDAR is required • where a BDAR is required, whether it is considered satisfactory
<p><u>Comment</u></p> <p>No changes from the original/previous assessment.</p>	
Waste	<p>Impact of the proposed development on waste:</p> <ul style="list-style-type: none"> • solid, liquid and gaseous wastes and litter • the generation, collection, storage and disposal of waste
<p><u>Comment</u></p> <p>No other changes from the original/previous assessment.</p>	

Energy	<p>Impact of the proposed development on energy:</p> <ul style="list-style-type: none"> the overall energy needs of the development the measures employed to save energy - passive design, solar lighting and heating, natural ventilation, shading elements, insulation, high thermal mass building materials, energy efficient appliances and machinery the use of renewable and non-polluting energy sources? energy needs in producing building/structural materials? energy use by-products and waste <p>Where relevant the development also complies with the Building Sustainability Index (BASIX).</p>
<p><u>Comment</u></p> <p>No other changes from the original/previous assessment.</p>	
Noise and Vibration	<p>Whether the development has potential to generate noise pollution or vibration including during construction and potential impacts.</p>
<p><u>Comment</u></p> <p>No other changes from the original/previous assessment.</p>	
Natural Hazards - Geological	<p>Risks to people, property and the physical environment as a result of geologic/soil instability - subsidence, slip, mass movement has been considered.</p>
<p><u>Comment</u></p> <p>No changes from the original/previous assessment.</p>	
Natural Hazards - Flooding	<p>Where the development is located on land identified as flood affected:</p> <ul style="list-style-type: none"> Compliance with the relevant Flood Risk Management Plan in accordance with the information submitted with the application or The addition of conditions which require compliance with the relevant Flood Risk Management Plan or the Building Code of Australia.
<p><u>Comment</u></p> <p>No changes from the original/previous assessment.</p>	
Natural Hazards - Bushfire	<p>Where the development is located on land identified as bushfire prone:</p> <ul style="list-style-type: none"> Compliance with Planning for Bushfire Protection 2019 (however in accordance with s.8.3.2 of <i>Planning for Bushfire Protection 2019</i> there are no bushfire protection requirements for <u>class 10a buildings located more than 6 metres from a dwelling</u> in bushfire prone areas); or If it is integrated development it has been referred to the RFS in accordance with s100B Rural Fires Act 1997.
<p><u>Comment</u></p> <p>No other changes from the original/previous assessment.</p>	

Technological Hazards	<p>Does the development present risks from:</p> <ul style="list-style-type: none"> • industrial and technological hazards • land contamination and remediation <p>Where potential land contamination has been identified an assessment must be provided determining whether the:</p> <ul style="list-style-type: none"> • The contamination is likely to be low and does not warrant remediation as the proposed land use is not sensitive, or • The land is not contaminated, or • The land is contaminated and remediation is proposed prior to the proposed use
<p><u>Comment</u></p> <p>No changes from the original/previous assessment.</p>	
Safety, Security and Crime Prevention	<p>The assessment must determine whether adequate measures are included to address the potential for accident / injury and criminal activity.</p>
<p><u>Comment</u></p> <p>No changes from the original/previous assessment.</p>	
Social impact in the locality	<p>Whether the development is likely to have social benefits in the locality in terms of:</p> <ul style="list-style-type: none"> • community facilities and links • the interaction between the new development and the community
<p><u>Comment</u></p> <p>No changes from the original/previous assessment.</p>	
Economic impact in the locality	<p>Whether the development is likely to have economic benefits in terms of:</p> <ul style="list-style-type: none"> • employment generation • economic income • generating benefits for existing and future businesses
<p><u>Comment</u></p> <p>No changes from the original/previous assessment.</p>	
Site and internal design	<p>The development is generally sensitive to environmental conditions and site attributes including:</p> <ul style="list-style-type: none"> • the size, shape and design of allotments, easements and roads • the proportion of the site covered by buildings • the positioning of buildings • the size (bulk, height, mass), form, appearance and design of buildings • the amount, location, design, use and management of private and communal open space • landscaping <p>The development is unlikely to affect the health and safety of the occupants in terms of:</p>

	<ul style="list-style-type: none"> • inadequate lighting, ventilation and insulation • inadequate building fire risk prevention and suppression • inappropriate building materials and finishes • inappropriate common wall structure and design • lack of access and facilities for the disabled
<u>Comment</u> No changes from the original/previous assessment.	
Construction	<ul style="list-style-type: none"> • The proposed development has provision for compliance with the Building Code of Australia (as amended) and relevant Australian standards • The impacts of construction activities can be managed and suitable conditions have been included in the development consent.
<u>Comment</u> No additional matters for discussion outside of those detailed elsewhere in this assessment and the accompanying Council report.	

The suitability of the site for the development

Primary Matters	Specific Consideration
Compatibility with existing development in the locality	The proposal is compatible with existing development in the locality as: <ul style="list-style-type: none"> • Utilities and services available to the site are adequate for the development • The development will not lead to unmanageable transport demands • Transport facilities are adequate in the area • The locality contains adequate recreational opportunities and public spaces to meet the needs of the development • The air quality and microclimate are appropriate for the development • No hazardous land uses or activities nearby • Ambient noise levels are suitable for the development • The site is not critical to the water cycle in the catchment • The proposal is compatible with the existing built environment
<u>Comment</u> The proposed development as modified remains compatible with the existing development in the locality.	
Site conduciveness to the development	The subject site is conducive with the proposed development as : <ul style="list-style-type: none"> • The site is suitable for the proposed development • The site is either not subject to natural hazards including flooding, tidal inundation, subsidence, slip, mass movement, and bushfires or where it is these risks have been adequately managed • The slope of the land is suitable for the proposed development • The proposal is compatible with conserving the heritage significance of the site • The soil characteristics on the site is appropriate for development (Saline / Sodic / Acidic) • The development is compatible with protecting any critical habitats or threatened species, populations, ecological communities on the site

	<ul style="list-style-type: none"> • The site is not prime agricultural land and the development will not unduly prejudice future agricultural production • The development will not unduly prejudice the future use of the site • Cut and fill is a suitable development option for the site
<p>Comment</p> <p>The site is conducive to the proposed development as modified for the reasons detailed in this assessment and accompanying Council report.</p>	

Any submissions made in accordance with this Act of the regulations

Primary Matters	Specific Consideration
Public Submissions	Community consultation was undertaken in accordance with Council's Community Engagement Strategy. Where submissions have been received, the issues raised have been considered and are summarised in the comments below.
<p>Comment</p> <p>The modification application was subject to public exhibition and included notice to adjoining and nearby landowners. There were six submissions received: 4 objections and two in support. The issues raised in the submissions are discussed in the accompanying report to Council.</p>	
Submissions from Public Authorities	Where relevant submissions received from Government or Public Authorities have been considered with any issues raised being resolved, addressed by conditions of consent/general terms of approval or are considered not relevant to the development
<p>Comment</p> <p>There were no submissions sought or received from public authorities.</p>	

The public interest

Primary Matters	Specific Consideration
Government (Federal, State and Local) and Community Interests	<p>Government and community interests have been considered and are satisfied as:</p> <ul style="list-style-type: none"> • The proposed development complies with the Council Policies identified as applicable in the <u>schedule below</u>. Where a variation to this policy has been supported details have been included in the comments. • The proposed development is generally consistent with any relevant planning studies and strategies • Covenants not imposed by council have been set aside for the purpose of this assessment • The proposal generally complies with all other covenants, easements, restrictions and agreements that have an bearing on the proposal • Issues raised in public meetings and inquiries have been considered. Where relevant more detail has been provided under the heading public submissions. • It is unlikely that the development will have a detrimental effect on the health and safety of the public

<u>Comment</u> No changes from the original/previous assessment.			
Council Policies	Policy	Code	Applicable
	Building Line – Rural and Residential Land	DA-POL-8	No
	Building Line – Urban	DA-POL-4	No
	Building Over Sewer Mains	SEW-POL-1	No
	Development Assessment and Decision Making	DA-POL-18	Yes
	Filling Policy	DA-CP-22	No
	Holiday Cabins – Micalong Creek Subdivision	DA-POL-3	No
	Kerb and Gutter Construction	ENG-POL-4	No
	Non-Urban Fencing	DA-POL-12	No
	Off-Street Car Parking	ENG-POL-8	No
	Provision of Electricity Supply and Telecommunications Service for Subdivisions	DA-POL-17	No
	Road Naming	RD-POL-6	No
	Road Standards	RD-POL-9	No
	Temporary Accommodation	DA-POL-2	No
	Truck and Transport Depots in Rural Areas	DA-POL-11	No
	Water Supply in Rural Areas and Villages	WS-POL-2	No
<u>Comment</u> Development Assessment and Decision Making DA-POL-18 The modification application is presented to Council for determination as there were six submissions received, comprising four objections and two in support.			

6.4 Development Application No. DA220274 – Landscaping Material Supplies Business - 757 Mulligans Flat Road, Sutton

Attachment A Locality Plan



Yass Valley Council

the country the people

Yass Valley Council

PO Box 6

209 Camp Street

YASS NSW 2582

Telephone: (02) 6226 1477

Email: council@yass.nsw.gov.au

Important Notice!

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This information has been prepared for Council's internal purpose and for no other purpose. No guarantee is made about the accuracy or suitability of the information for use for any purpose (whether the purpose has been notified to Council or not). While every care is taken to ensure the accuracy of this data, neither the Yass Valley Council nor the SV makes any representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damages) and costs which you might incur as a result of the data being inaccurate or incomplete in any way and for any reason.

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S

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Drawn By: Jeremy Kios

Projection: GDA94 / MGA zone 55

Date: 16/06/2023 3:29 PM

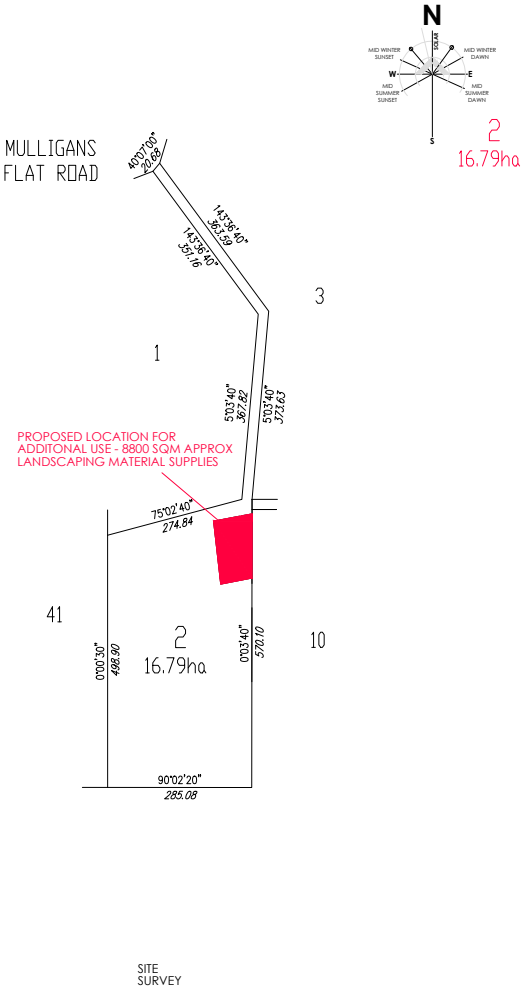
Locality Plan

Map Scale: 1:12193 at A4

Attachments to Reports – Page 34 of 391



LOCATION
PLAN



SITE
SURVEY



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e alex@arkitex.com.au
w www.arkitex.com.au

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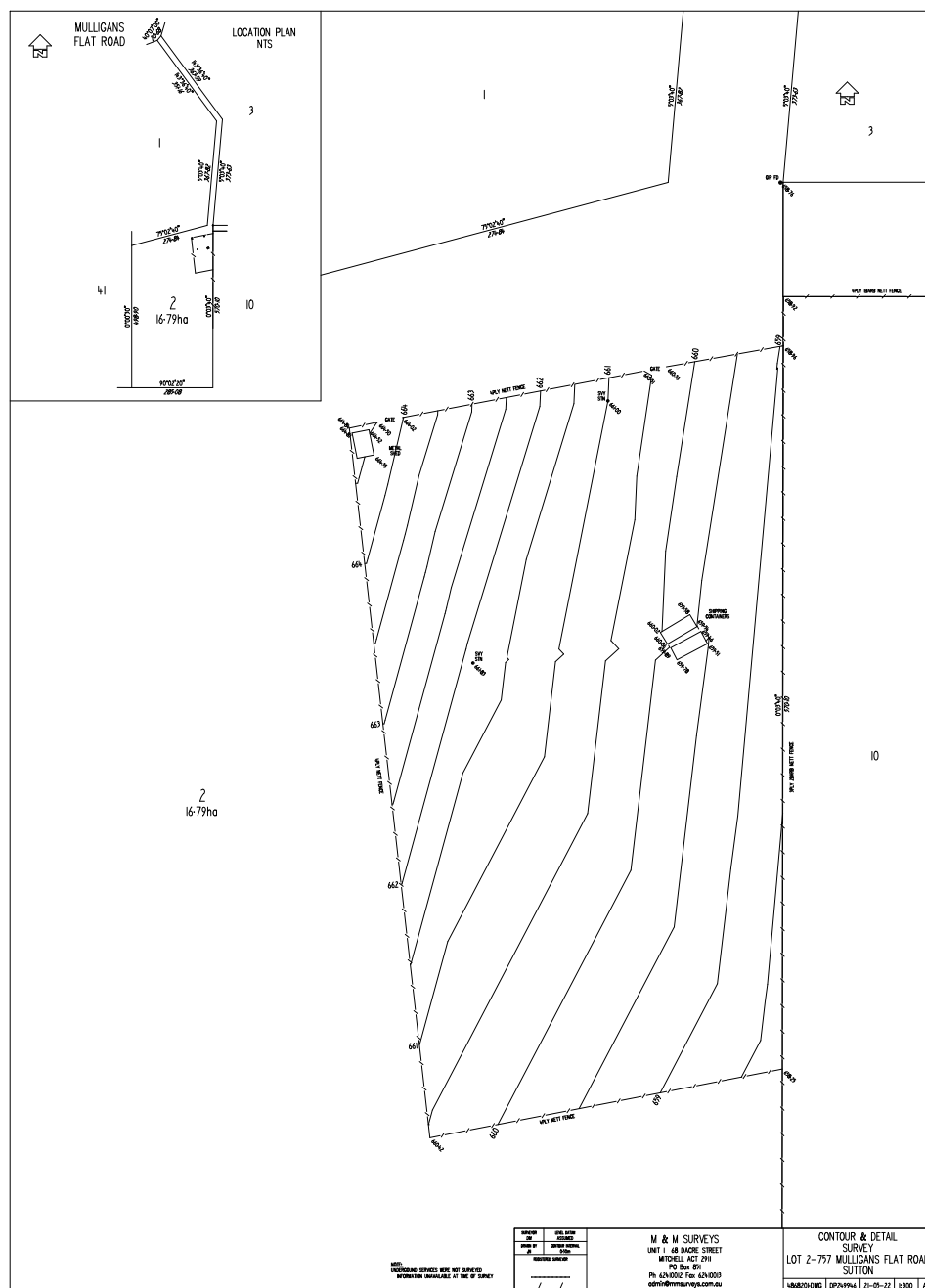
DRAWING TITLE - SITE PLAN
CLIENT - MR J. JUKIC & MRS M. JUKIC

PROJECT - CHANGE OF USE(ADDITIONAL USE)
LOT - 2 757 MULLIGANS FLAT ROAD
DP NUMBER - 249946
SUBURB - SUTTON

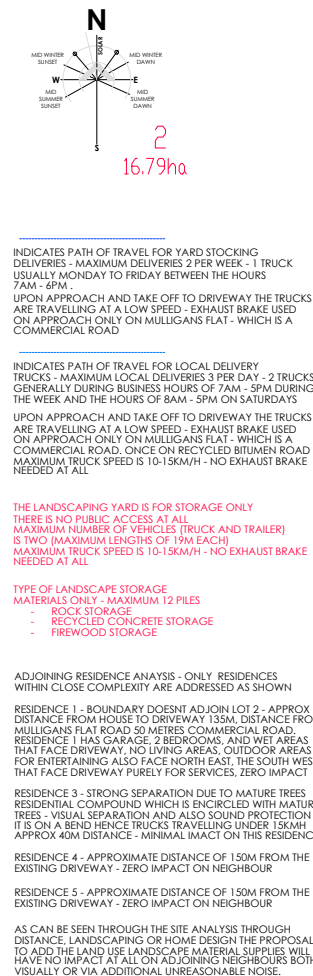
DA SUBMISSION
DATE: 26.06.2022
REVISION - A

JOB No: 2122
SCALE: 1:4000@A1
SHEET No - A01

6.4 Development Application No. DA220274 – Landscaping Material Supplies Business - 757 Mulligans Flat Road, Sutton
Attachment B Plans and Supporting Documents



6.4 Development Application No. DA220274 – Landscaping Material Supplies Business - 757 Mulligans Flat Road, Sutton
Attachment B Plans and Supporting Documents



TYPE OF LANDSCAPE STORAGE
MATERIALS ONLY - MAXIMUM 12 PILES



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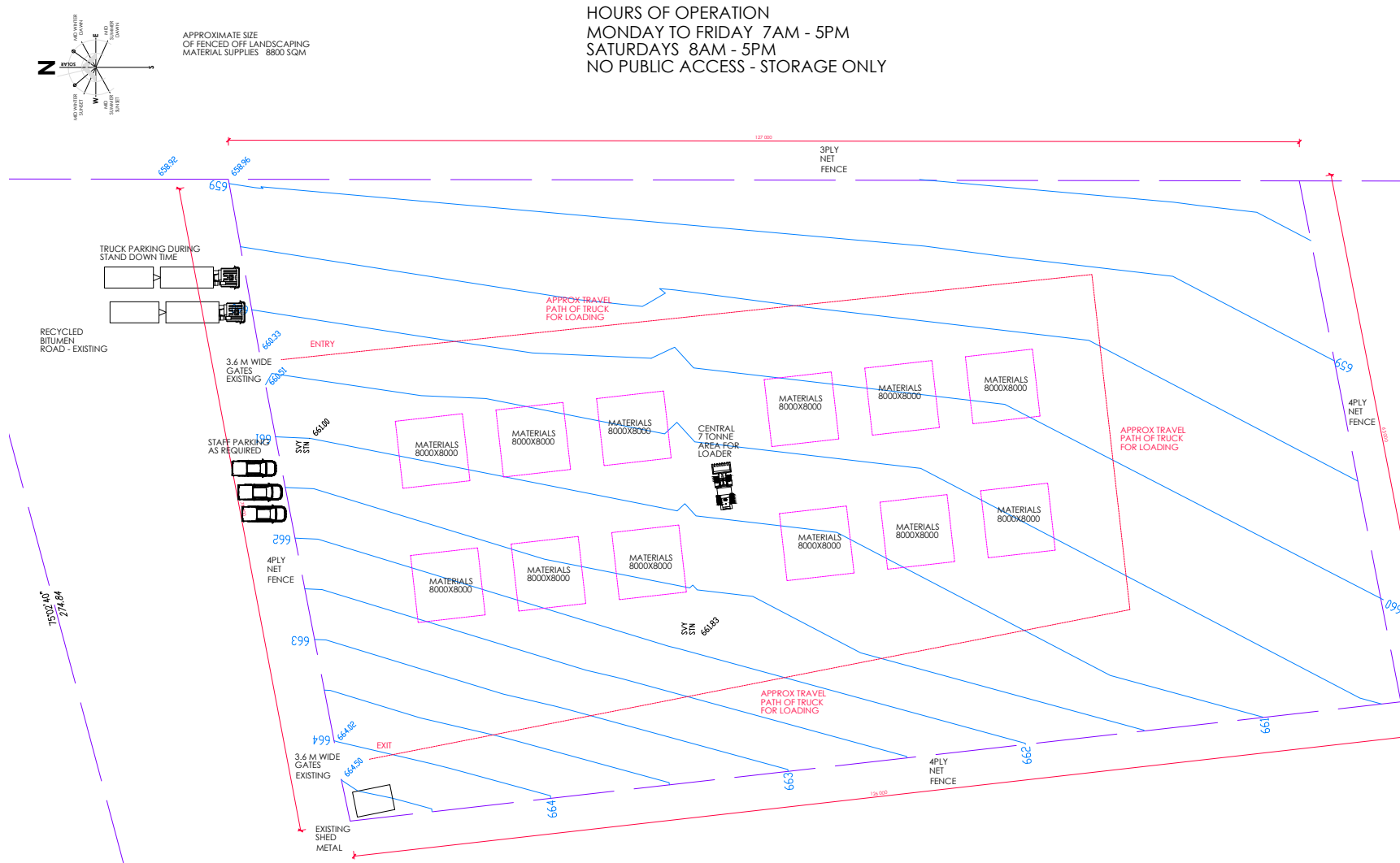
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CLIENT - MR J. JUKIC & MRS M. JUKIC

PROJECT - CHANGE OF USE(ADDITIONAL USE)
LOT - 2 757 MULLIGANS FLAT ROAD
DP NUMBER - 249946
SUBURB - SUTTON

DA SUBMISSION
DATE: 26.06.2022
REVISION

JOB No: 2122
SCALE: 1:4000@A1
SHEET No - A03

6.4 Development Application No. DA220274 – Landscaping Material Supplies Business - 757 Mulligans Flat Road, Sutton
Attachment B Plans and Supporting Documents



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DRAWING TITLE - YARD PLAN
CLIENT - MR J. JUKIC & MRS M. JUKIC

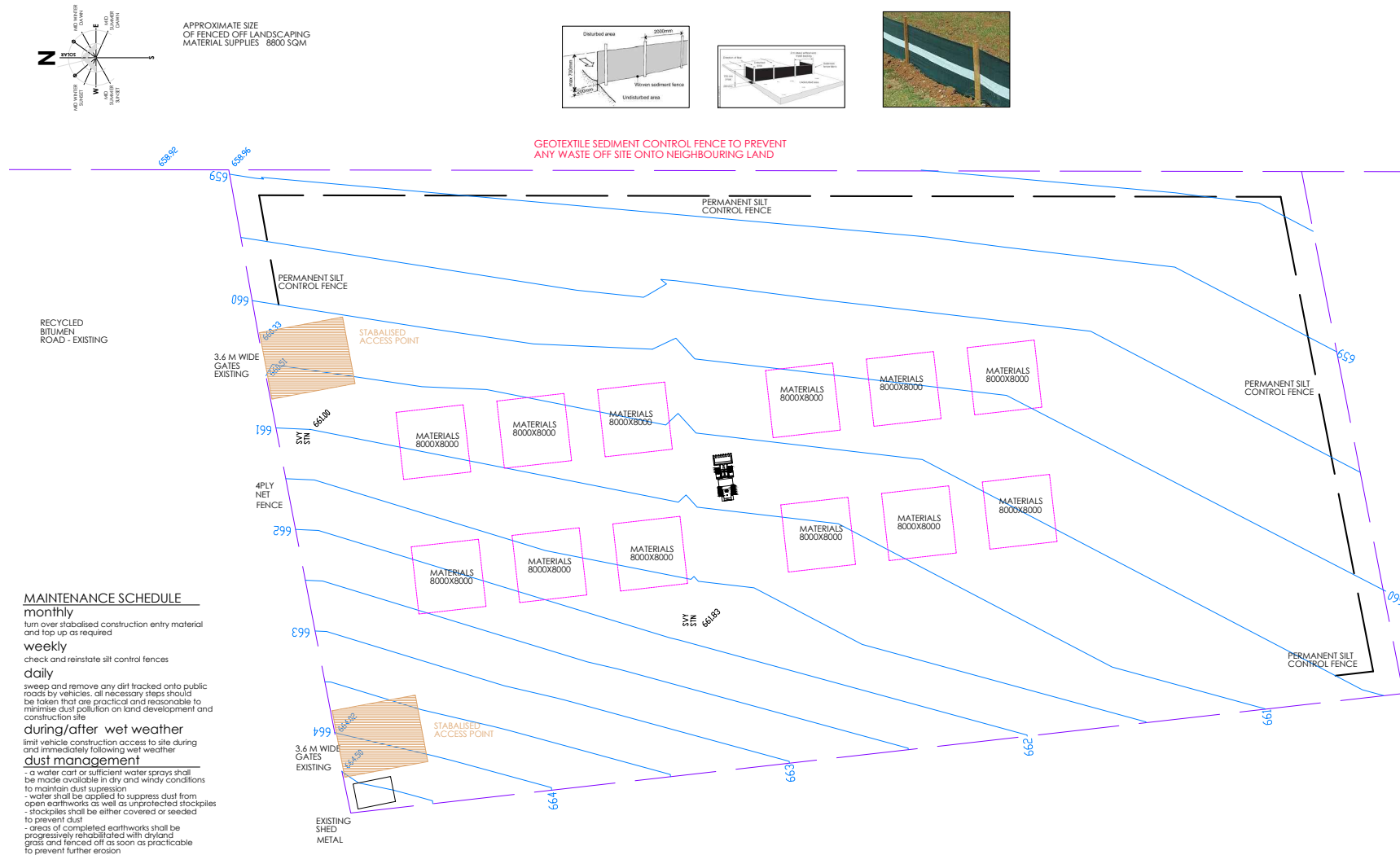
PROJECT - CHANGE OF USE(ADDITIONAL USE)
LOT - 2 757 MULLIGANS FLAT ROAD
DP NUMBER - 249946
SUBURB - SUTTON

DA SUBMISSION
DATE: 26.06.2022
REVISION -

JOB No: 2122

SHEET No - **A04**

6.4 Development Application No. DA220274 – Landscaping Material Supplies Business - 757 Mulligans Flat Road, Sutton
Attachment B Plans and Supporting Documents



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DRAWING TITLE - LMP PLAN
CLIENT - MR J. JUKIC & MRS M. JUKIC

PROJECT - CHANGE OF USE(ADDITIONAL USE)
LOT - 2 757 MULLIGANS FLAT ROAD
DP NUMBER - 249946
SUBURB - SUTTON

DA SUBMISSION
DATE: 26.06.2022
REVISION -

JOB No: 2122

SHEET No - A05



D.A. Angels

Statement of Environmental Effects for a Development Application at
757 Mulligans Flat Road Sutton.

6 September 2023

Planning considerations prepared by Flossiy Rutter, DA Angels, Phone 0400 480 781.

1 Introduction

This Statement of Environmental Effects relates to a Development Application seeking Council's consent to a Landscaping Materials supply business use at 757 Mulligans Flat Road Sutton.

This Statement:

- describes the site and its surrounding area,
- details the nature of the proposed development,
- undertakes an assessment of the proposal regarding compliance with relevant Yass Valley Council planning instruments, and
- undertakes an assessment of the proposal under all other heads of consideration in Section 4.15 of the Environmental Planning and Assessment Act, 1979.

The conclusion reached is that the proposal is acceptable with regard to all relevant planning issues.

2 Site and Surroundings

The site is the land described as Lot 2 in deposited plan DP 249946, located in the suburb of Sutton. The zoning is RU1 Rural Primary Production in Yass Valley LEP 2013.

The site is an irregular block accessed via a driveway off Mulligans Flat Road. There is currently an existing dwelling on this land.

The site has no existing trees or shrubs to be removed.

3 Proposed Development

This application proposes the continuation of the Landscaping Material Supply business that has been in operation for the past few decades with no issues.



D.A. Angels

4 Environmental Planning Instruments

Environmental Planning Instruments

Yass Valley Local Environmental Plan 2013, Zoning RU1 Primary Production.

Yass Valley Local Environmental Plan 2013 states that objectives of Zone RU1 as.....

Zone RU1 Primary Production

1 Objectives of zone

- *To encourage sustainable primary industry production by maintaining and enhancing the natural resource base.*
- *To encourage diversity in primary industry enterprises and systems appropriate for the area.*
- *To minimise the fragmentation and alienation of resource lands.*
- *To minimise conflict between land uses within this zone and land uses within adjoining zones.*
- *To protect and enhance the biodiversity of Yass Valley.*
- *To protect the geologically significant areas of Yass Valley.*
- *To maintain the rural character of Yass Valley.*
- *To encourage the use of rural land for agriculture and other forms of development that are associated with rural industry or that require an isolated or rural location.*
- *To ensure that the location, type and intensity of development is appropriate, having regard to the characteristics of the land, the rural environment and the need to protect significant natural resources, including prime crop and pasture land.*
- *To prevent the subdivision of land on the fringe of urban areas into small lots that may prejudice the proper layout of future urban areas.*

2 Permitted without consent

Environmental protection works; Extensive agriculture; Forestry; Home-based child care; Home businesses; Home occupations; Intensive plant agriculture; Water storage facilities

3 Permitted with consent

Agritourism; Air transport facilities; Airstrips; Animal boarding or training establishments; Aquaculture; Bed and breakfast accommodation; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cellar door premises; Cemeteries; Charter and tourism boating facilities; Community facilities; Correctional centres; Crematoria; Depots; Dual occupancies; Dwelling houses; Eco-tourist facilities; Environmental facilities; Extractive industries; Farm buildings; Farm stay accommodation; Flood mitigation works; Function centres; Helipads; High technology industries; Home industries; Industrial retail outlets; Industrial training facilities; Information and education facilities; Intensive livestock agriculture; Landscaping material supplies; Markets; Open cut mining; Places of public worship; Recreation areas; Recreation facilities (major); Recreation facilities (outdoor); Restaurants or cafes; Roads; Roadside stalls; Rural industries; Rural supplies; Rural workers' dwellings; Serviced apartments; Signage; Timber yards; Transport depots; Truck depots; Turf farming; Waste or resource management facilities; Water recreation structures; Water supply systems

4 Prohibited

Any development not specified in item 2 or 3

The proposed development being a Landscaping Material Supplies Business can be approved under this zoning.

The proposal complies with all Yass Valley Local Environmental Plan 2010.

Page 2



D.A. Angels

Definition of Landscaping Material Supplies

Definitions of land use as reported in Yass Valley Council LEP 2003 dictionary.

Landscaping material supplies means a building or place used for the storage and sale of landscaping supplies such as soil, gravel, potting mix, mulch, sand, railway sleepers, screenings, rock and the like.

Note—

Landscaping material supplies are a type of retail premises—see the definition of that term in this Dictionary.

retail premises means a building or place used for the purpose of selling items by retail, or hiring or displaying items for the purpose of selling them or hiring them out, whether the items are goods or materials (or whether also sold by wholesale), and includes any of the following—

- (a), (b) (Repealed)*
 - (c) food and drink premises,*
 - (d) garden centres,*
 - (e) hardware and building supplies,*
 - (f) kiosks,*
 - (g) landscaping material supplies,*
 - (h) markets,*
 - (i) plant nurseries,*
 - (j) roadside stalls,*
 - (k) rural supplies,*
 - (l) shops,*
 - (la) specialised retail premises,*
 - (m) timber yards,*
 - (n) vehicle sales or hire premises,*
- but does not include farm gate premises, highway service centres, service stations, industrial retail outlets or restricted premises.*

Note—

Retail premises are a type of commercial premises—see the definition of that term in this Dictionary

commercial premises means any of the following—

- (a) business premises,*
- (b) office premises,*
- (c) retail premises.*

Given the above definitions the proposal for a Landscaping Material Supply Business fits within the dictionary definitions under the Yass Valley LEP 2013, and can be approved at this location under these definitions.

5: Services

Searches have been made of all services. These have shown that services including water, sewer, power, gas, and telephone are all existing.



D.A. Angels

6: Considerations under clause 4.15 of Environmental Planning and Assessment Act, 1979

Planning Agreements

No planning agreements apply to this land.

Regulations

The Development Application has been made in accordance with the requirements contained in the Environmental Planning and Assessment Regulation 2000.

Likely Impacts

The development will have no adverse impact on the availability of services, vehicular access, use of common facilities, and open space in the area of Sutton.

Suitability of the site

The site is presently used for rural purposes. The proposed works do not change the existing land use being rural.

Impact on the Built Environment

The development will have minimal impact on the built environment. The proposal is consistent with normal developments found in rural localities in the Yass Valley Council area.

Public Interest

The proposal is not considered to be in conflict with the Yass Valley Council Planning Scheme and meets with the objectives of LEP 2013 for rural properties. Approval of the proposal would be in the public interest.

Planning Agreements

No planning agreements apply to this land.

Regulations

The Development Application has been made in accordance with the requirements contained in the Environmental Planning and Assessment Regulation 2000.



D.A. Angels

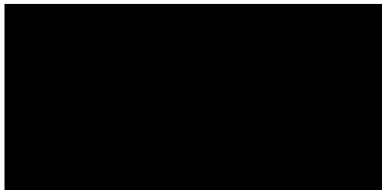
Summary

The proposal seeks Council's consent to a Development Application seeking approval for the use as a Landscaping Materials Supply business, as stated in the supplied documents.

The proposal complies with all Yass Local Environmental Plan 2013 controls.

The proposal satisfies the relevant heads of consideration under Section 4.15 of the Environmental Planning & Assessment Act, 1979.

It is considered that the proposal provides an appropriate response to the planned development of the site and will assist in the orderly and economic development of the land. Accordingly, the application should be recommended for approval.



Floss Rutter,
Bachelor of Housing Construction, UWS
Master of Urban Management and Planning, UWS



D.A. Angels

Definition of business for 757 Mulligans Flat Road Sutton.

12th September 2023

Planning considerations prepared by Flossiy Rutter, DA Angels, Phone 0400 480 781.

Definition of Landscaping Material Supplies

Landscaping material supplies means a building or place used for the storage and sale of landscaping supplies such as soil, gravel, potting mix, mulch, sand, railway sleepers, screenings, rock and the like.

Note—

Landscaping material supplies are a type of **retail premises**—see the definition of that term in this Dictionary.

retail premises means a building or place used for the purpose of selling items by retail, or hiring or displaying items for the purpose of selling them or hiring them out, whether the items are goods or materials (or whether also sold by wholesale), and includes any of the following—

- (a), (b) (Repealed)
 - (c) food and drink premises,
 - (d) garden centres,
 - (e) hardware and building supplies,
 - (f) kiosks,
 - (g) landscaping material supplies,
 - (h) markets,
 - (i) plant nurseries,
 - (j) roadside stalls,
 - (k) rural supplies,
 - (l) shops,
 - (la) specialised retail premises,
 - (m) timber yards,
 - (n) vehicle sales or hire premises,
- but does not include farm gate premises, highway service centres, service stations, industrial retail outlets or restricted premises.

Note—

Retail premises are a type of **commercial premises**—see the definition of that term in this Dictionary

commercial premises means any of the following—

- (a) business premises,
- (b) office premises,
- (c) retail premises.

The application for 757 Mulligans Flat Road is for a landscape materials supply business that is direct to consumer, which comes under the wholesaler definition of retail premises.

This business is for the purposes of selling and storing of rocks and landscaping materials.

All sales are made via telecommunications either by phone or email and are supplied direct to consumer with no in person sales interaction between buyer and seller on site.

There are currently no sales to the general public from this business or on this site.

Page 1



D.A. Angels

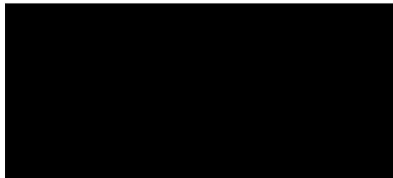
Summary

The proposal seeks Council's consent to a Development Application seeking approval for the use as a Landscaping Materials Supply business, as stated in the supplied documents.

The proposal complies with all Yass Local Environmental Plan 2013 controls.

The proposal satisfies the relevant heads of consideration under Section 4.15 of the Environmental Planning & Assessment Act, 1979.

It is considered that the proposal provides an appropriate response to the planned development of the site and will assist in the orderly and economic development of the land. Accordingly, the application should be recommended for approval.



Floss Rutter,
Bachelor of Housing Construction, UWS
Master of Urban Management and Planning, UWS

To whom it may concern,

I am writing to express my deep concern and frustration regarding the significant delays we have experienced in obtaining Development Approval (DA220274) for our application for a landscaping material supply project. The extended waiting period has had a detrimental impact on our livelihood and business operations, causing severe financial strain and emotional distress.

We submitted our application for DA approval on 28th June 2022 and, according to the estimated timeline provided, we anticipated a response within 42 days. However, it has been 14 months since our application, and we have yet to receive any substantial progress or updates. We have addressed all the submissions and provided fire reports, noise reports and addressed dust mitigations concerns. This delay has resulted in the following adverse consequences:

1. Financial losses: The prolonged delay in obtaining the necessary approvals has significantly impacted our business revenue. We have invested substantial resources in planning, reports, and other preparatory activities, all of which are now at a standstill. We have had to obtain a Town Planner at a substantial cost to us. As a result of the stop work order we have had to lease a property in Queanbeyan at a significant cost to keep our business operating. Most recently we have had to move our business yet again and have faced with paying double the amount of that in Queanbeyan to keep trading. We are facing financial losses, struggling to meet our financial obligations, and risking the continuity of our business.

2. Emotional distress: The uncertainty and lack of communication surrounding the approval process have caused immense stress and anxiety within our family. We have been eagerly anticipating the commencement of our project, which holds significant importance to our future aspirations and well-being. The continued delay has taken a toll on our mental well-being and overall quality of life. Additionally certain neighbours have verbally assaulted us on numerous occasions, and this also resulted in a physical assault. One neighbour sent out emails defaming our character and our business, and then reached out and threatened our architect and his reputation. We have had claims that we have bribed international companies that prepared our reports. All of this has been documented with Yass Valley Council. The prolonged delay in obtaining council approval has negatively impacted our reputation within the community and among our customers. We have had to cancel or postpone commitments and disappoint our valued clientele, leading to a loss of trust and potential long-term damage to our business's reputation.

As requested, we are outlining our business structure below:

Our business deals directly with the stonemasons. Stonemasons place orders via phone or text and we then deliver the stone to site. Most trades use stone and other landscaping supplies for retaining walls, stairs and feature walls on residential properties.

We currently own two trucks and three trailers. In addition, we own 2 bobcats and a front-end loader, used to load the rocks.

Our business hours are set out in the DA application, 7am – 5pm, Monday to Friday and 8am – 5pm on Saturdays.

In addition to our rock sales, our main source of income is from contracting the trucks out to civil companies during the week, where we move fill.

Our road is compacted recycled bitumen to minimise dust and erosion. We are also planning to plant pines along the fence line of our adjoining neighbour to minimise dust and noise. The holes for the trees have already been dug.

We will be installing a 10,000L water tank on site to minimise dust.

Our noise report addresses any noise complaints about our trucks. They are at a low decibel and there is more noise coming from the large number of trucks running along Mulligans Flat throughout the day, than the noise generated by our trucks.

I would also like to bring your attention to the fact that our neighbour [REDACTED] has emailed our architect and surrounding neighbours claiming to be the Secretary of Planning Yass Valley Inc. This email was sent from [planningyassvalley@\[REDACTED\]](mailto:planningyassvalley@[REDACTED]). His beliefs and views have been pushed throughout the community, generating numerous submissions against our DA application. We believe that this has been detrimental to our DA submission and believe that this should be taken into serious consideration and his actions to be that of fraud and defamation.

We understand that the DA approval process involves careful consideration and adherence to regulations and guidelines. However, the excessive delay we have experienced raises concerns about the efficiency and effectiveness of the system. The high turn over of staff is a contributing factor but it is unacceptable for our DA to be unaddressed for 14 months. We believe that a transparent and timely process is crucial for businesses and individuals to plan their future effectively.

In light of the aforementioned issues, I kindly request your immediate attention to our situation. We urge you to expedite the review and approval of our DA application, taking into account, the financial and emotional hardship we are currently enduring. Additionally, we request regular updates and open lines of communication to ensure we are informed about any progress or potential issues that may arise.

Furthermore, we encourage you to review the overall DA approval process to identify any areas for improvement. Streamlining the process, reducing unnecessary bureaucracy, and enhancing communication channels would greatly benefit businesses and individuals in similar situations.

We trust that you will address our concerns promptly and work towards a satisfactory resolution. We look forward to your positive response and the swift approval of our DA application.

Kind regards

Nadia and Josip Jukic



11/09/23

11-09-23




STATEMENT OF ENVIRONMENTAL EFFECTS	
Dwellings (including alterations & additions), outbuildings and home activities	
Information for the applicant	
<ul style="list-style-type: none"> This form may be used to outline the likely environmental impacts of a development application. Once completed, submit this form to Yass Valley Council with your development application through the NSW Planning Portal. 	
Part A. Context and setting	
Does the proposal fit in with the locality? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
How? For example, is it a single-storey extension in a neighbourhood dominated by single-storey houses?	
we are proposing for an additional use, landscaping supply yard, there will no public access and only a maximum of two trucks running a maximum of 3 times a day. Due to the nature of the business it will have no impact at all on any adjoining neighbours. Most surrounding homes all have their own areas for storing rural materials anyways, including loaders and trucks	
Part B. Neighbourhood impact	
Will the proposal overshadow neighbouring dwellings? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Will the proposal impact on privacy on neighbouring dwellings? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
If no, why is this? For example, although two-storey in design, the proposal does not propose windows that directly face into living areas or private open space of neighbouring properties.	
please refer to the sita analysis page A03	
Will the proposal result in an increase noise? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
If no, why is this? For example, use is for dwelling only.	
There will be a slight increase in vehicular noise however distances from residences are shown on the site analysis, and due to vegetation and distances the impact of the noise will be very minimal to non existent	
Part C. Access	
Is access going to be retained? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
If no, will new or additional access be required? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

How? What changes will be made? For example, this could be a proposed vehicle kerb crossing with an existing one closed off.	
vehicle access to remain as existing	
Part D. Waste and servicing	
How will builders waste from construction be disposed of?	
there is no construction proposed, just minor earthworks	
How will effluent be disposed of?	<input checked="" type="checkbox"/> no effluent disposal <input type="checkbox"/> Sewer mains <input type="checkbox"/> On-site disposal
If on-site disposal was ticked, please submit details on the type of system and soil assessment report with your development application through the NSW Planning Portal.	
How will stormwater be disposed of?	<input checked="" type="checkbox"/> no additional stormwater <input type="checkbox"/> Street gutter <input type="checkbox"/> Storm water mains <input type="checkbox"/> Other:
How is household waste disposed of?	<input checked="" type="checkbox"/> not applicable <input type="checkbox"/> Council service <input type="checkbox"/> Private service
If a private service, please submit details on the type of waste produced, location, frequency of collection and size of waste containers with your development application through the NSW Planning Portal.	
Is the site serviced with power and telephone services?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If no, how will the site be serviced with power and telephone services?	
already connected	
Part E. Environmental impacts	
How will on-site erosion be controlled?	
please refer to page A05 for proposal of silt fence	
Does the proposal include excavation?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If yes, to what depth (in metres)?	
Does the proposal include removal of vegetation or native habitat?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

If yes, how much of and what species is proposed to be removed?
there will just be a dirt road cleared in the fenced region, so no vegetation just grass etc
Is the subject allotment in a rural zone? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, please submit documentation demonstrating compliance with the <i>Biodiversity Conservation Act 2016</i> with your development application through the NSW Planning Portal.
Is the development considered to be environmentally sustainable? <input checked="" type="checkbox"/> Yes (A BASIX certificate must be provided where required) <input type="checkbox"/> No
Please explain why/why not the proposal is considered to be environmentally sustainable
becuase the propasal is to add the use landscaping supplies storage, this is in a way already a use many rural properties do, just in this instance we are seeking the use change for commercial reasons
Part F. Natural Hazards
Is the site bushfire prone? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If yes, please provide a bushfire assessment with your development application through the NSW Planning Portal.
Is the site flood prone? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If yes, please ensure you have consulted Council on the flood levels of the site and have indicated the existing ground levels and finished floor levels on the site and floor plan/s.
Part G. Heritage
Is the site in a heritage conservation area? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is it a heritage listed item? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is it sited next to a heritage listed item? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If yes has been answered to any of the above, please explain how the proposal has been designed to not impact on the heritage significance of the heritage item or the Heritage Conservation Area. For example, using like for like materials.

Part H. Home Business and Industries	
What is the proposed activity?	
landscape stoirage supplies	
What is the total area occupied by the proposed activity?	
8800 sqm	
Is the area occupied by the activity more than 10%of the floor area of the building? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No not applicable	
What is the number of employees? 1 full time and 2 part time	
If the activity is carried out within a dwelling, how many residents will be employed? 1	
Will there be sales of goods and materials? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No but no public is required to access the site all sales and orders are taken over the phone	
If yes, will these be produced on site? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No landscaping supplies will just be stored on site	
What are the proposed hours of operation?	Monday – Friday 7am - 5pm
	Saturday 8am - 5pm
	Sunday & Public Holidays nil
Will customer's need to come to the site? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
If yes to the above, how often?	
Will this be by appointment? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
How many car spaces have been provided (Please indicate this on the site plan)? 3	
Will there be any deliveries of goods? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
If yes to the above, how often and what type of vehicle will be used? TWICE WEEKLY WITH A TIPPER WITH ATTACHED TRAILER	
Will there be any noise generated from the activity (E.g. machinery)? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
If yes to the above, please describe the noise generating equipment and provide specifications including noise levels.	
TRUCK AND DOG TRAVELLING AT 15KM PER HOUR 90 dBA FRONT END LOADER 85 dBA	

Will non-domestic waste be generated (E.g. paints or oils)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If yes to the above, how will these be disposed of?	
Will there be any food preparation on-site?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If yes to the above, please indicate what will be involved and how you have satisfied New South Wales Health Guidelines and Council requirements.	
Will there be any skin penetration (E.g. Tattoo)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If yes to the above, please indicate what will be involved and how you have satisfied New South Wales Health Guidelines and Council requirements	
Part I. Applicant's Signature	
Name	ALESSANDRO D'AMBROSIO
Signature	
Date	28-06-2022

LANDSCAPING SUPPLIES

Noise Assessment for DA Purposes

Prepared for:

iRock Supplies Pty Ltd
757 Mulligans Flat Road
Sutton NSW

SLR Ref: 670.30127-R01
Version No: -v1.0
October 2022



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BASIS OF REPORT

This report has been prepared by SLR Consulting Australia Pty Ltd (SLR) with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with iRock Supplies Pty Ltd (the Client). Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid.

This report is for the exclusive use of the Client. No warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR.

SLR disclaims any responsibility to the Client and others in respect of any matters outside the agreed scope of the work.

DOCUMENT CONTROL

Reference	Date	Prepared	Checked	Authorised
670.30127-R01	26 October 2022	Jonathan Caine	Matthew Bryce	Matthew Bryce

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1 Introduction

SLR Consulting Australia Pty Ltd (SLR) has been engaged by iRock Supplies Pty Ltd (iRock) to prepare a noise assessment for the proposed Landscaping Storage Yard ("the Project"), at Sutton in New South Wales (NSW).

This report provides the following in relation to noise from the Project:

- Determine appropriate noise objectives for nearby sensitive receptors with regard to the NSW *Noise Policy for Industry* (NPfI).
- Prediction of noise emissions associated with the operations of the Project.
- Identification of feasible and reasonable mitigation methods and management practices to minimise noise and vibration emissions associated with the operation of the Project.

2 Project Description

2.1 Site Location and Surrounds

Landscaping Supplies is located approximately 7 km west of the town of Sutton at 757 Mulligans Flat Road, Sutton, NSW. The site is accessed from Mulligans Flat Road. The site has a shared driveway with the residential lot at 755 Mulligans Flat Road and is managed by iRock Supplies Pty Ltd.

The Project is located on a 15 a (16.8 ha including the shared driveway), the landscaping supplies activities are proposed to occur in an approximately 0.9ha area in the northeast corner of the lot.

The location of the Project site and the surrounds including sensitive receptors identified in the vicinity of the Project, are shown in **Figure 1**.

Details of the nearest receptors, which will be used as assessment locations, are provided in **Table 1**. Compliance at those locations would also indicate compliance at locations more distant from the Project site.

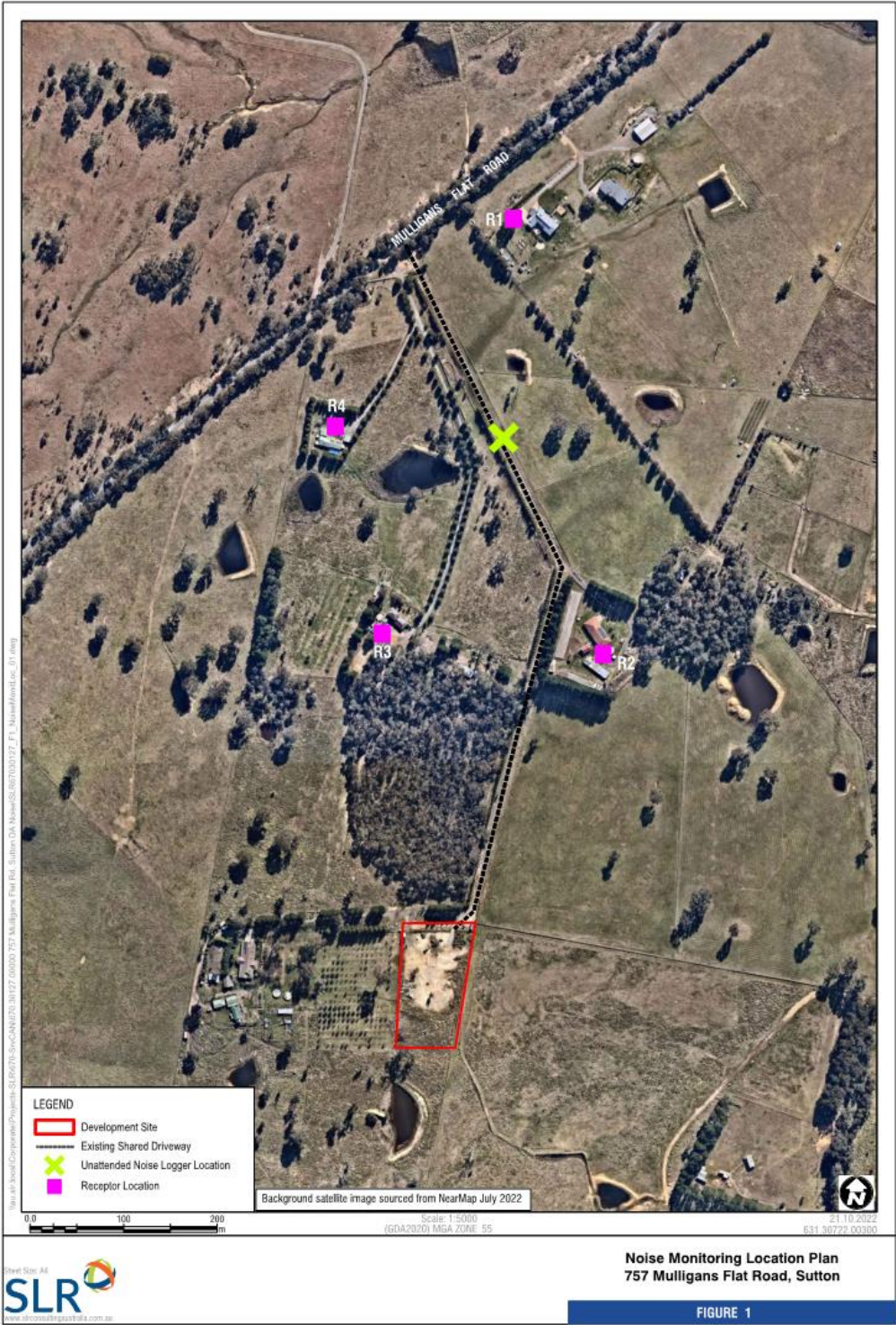
Table 1 Sensitive Receptors

Receptor/Assessment Location	Land Use Type	Address/Name
R1	Residential	Mulligans Flat Road, Sutton
R2	Residential	755 Mulligans Flat Road, Sutton
R3	Residential	759 Mulligans Flat Road, Sutton
R4	Residential	759 Mulligans Flat Road, Sutton

iRock Supplies Pty Ltd
Landscaping Supplies
Noise Assessment for DA Purposes

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October 2022

Figure 1 Project Site Location and Surrounds



2.2 Project Operations

The hours of operation will be:

- Monday to Friday: 7:00 am – 6:00 pm;
- Saturday: 8:00 am – 5:00 pm; and
- Sundays and Public Holidays: No operations.

It is understood that a maximum of three (3) trucks per day would access the site via the shared driveway travelling at approximately 15 km/h. A small front-end loader will be used to load product into trucks and distribute product to stockpile areas.

The acoustically-significant plant and equipment expected to be used have been described in **Table 2**.

Table 2 Noise-generating Plant and Equipment

Phase/Plant	Number	Sound Power Level LWA, dBA per item
Truck	2-3 per day	110
Front-End Loader	1	112

The plant would not operate continuously for lengthy periods, and the loading/unloading and delivery truck activities would not operate concurrently.

The Sound Power Level information has been sourced from the NSW Transport for NSW *Construction Noise and Vibration Strategy* (2018) and SLR's in-house noise source measurement database.

3 Existing Ambient Environment

3.1 Noise Monitoring Survey

Unattended noise monitoring was conducted in order to establish the existing noise environment at receptors around the Project site. The measured noise levels assist in determining appropriate noise limits for the Project. An Environmental noise "logger" was deployed along the shared driveway as shown in **Figure 1** between Friday 16 September 2022 and Thursday 21 September 2022.

Measurements were conducted using the 'A weighting' filter and 'fast' response. The noise logger was programmed to record noise levels in 15 minute intervals. The microphone of the noise logger was positioned 1.5 m above ground level and fitted with a microphone windshield.

The logged results for the relevant periods of operations were analysed in accordance with the methodology contained within the NPfI, with the noise levels summarised in **Table 3**.

SLR obtained weather data from the Bureau of Meteorology (BOM) automated weather station located at Canberra Airport (Station ID: 070351, Lat: -35.31 Lon: 149.20) for the period of noise monitoring.

Noise results obtained during periods of unsatisfactory weather for noise monitoring, ie wind speeds exceeding 5 m/s and/or rainfall exceeding 0.5 mm, were excluded from the data analysis in accordance with the NPfI.

Table 3 Summary of Ambient Noise Monitoring Results – 757 Mulligans Flat Road

Assessment Period	Ambient Noise Level	
	Rating Background Level (RBL) dBA LA90(15minute)	Ambient Noise Level dBA LAeq(period)
Day: (7:00 am – 6:00 pm)	40	50
Shoulder period: 6:00 am – 7:00 am	40 (42 actual) ¹	53

1. RBL reduced to match the daytime RBL, as outlined in the NPfI.

3.2 Instrumentation

Details of the acoustic instrumentation used in the noise monitoring are shown in **Table 4**.

Table 4 Acoustic Instrumentation

Instrument	Serial Number
Svan Type 957 Sound Level Meter	20677
GRAS Type 42AG Sound Level Calibrator	279307

The calibration of the instrumentation was checked before and after the monitoring period and was found to be within an acceptable margin of ± 1 dBA of the reference signal.

All items of acoustic instrumentation were designed to comply with Australian Standard (AS) IEC 61672.1 2004 *Electroacoustics – Sound Level Meters* and AS IEC 60942 2004 *Electroacoustics – Sound calibrators* and carried current NATA calibration certificates.

4 Assessment Criteria

4.1 NSW Noise Policy for Industry

The Yass Valley Council planning framework does not contain specific noise-related objectives and controls in relation to industrial activities. Consequently, it will be appropriate to consider noise associated with the project in accordance with the NSW “*Noise Policy for Industry*” (NPfI).

The NPfI was released in 2017 and sets out the requirements for the assessment and management of operational noise from industry in NSW.

4.1.1 Operational Noise

The NPfI outlines the procedure for assessing noise emissions from industrial noise sources, such as loading and unloading operations.

The noise emission criterion, referred to as the Project Noise Trigger Level (PNTL) in the NPfI, is the noise level at which feasible and reasonable noise management measures should be considered. The PNTL is the lower (ie the more stringent) value of the project ‘intrusiveness’ noise level and project ‘amenity’ noise level.

The project intrusiveness noise level aims to protect against significant changes in noise levels due to a new development, whilst the project amenity noise level seeks to protect against cumulative impacts from industry and maintain amenity for particular land uses, ie:

- The intrusiveness of an industrial noise source is generally considered acceptable if the LAeq noise level of the source, measured over a period of 15 minutes, does not exceed the background noise level by more than 5 dB. Intrusive noise levels are only applied to residential receptors. For other receptor types, only the amenity levels apply.
- To limit continual increases in noise levels from the use of the intrusiveness level alone, the ambient noise level within an area from all industrial sources should remain below the recommended amenity levels specified in the NPfl for that particular land use.

The area surrounding the proposal would be considered 'rural' in the context of the NPfl land use definitions.

4.1.2 Project Specific Criteria

The criteria for industrial noise generated by the Project are provided in **Table 5**. At residential locations, the Project Noise Trigger Level (PNTL) is the lower value of the intrusiveness or amenity noise level for each period and is indicated in bold.

Table 5 NPfl Project Noise Trigger Levels

EPA Assessment Period	Recommended Amenity Noise Level, dBA LAeq(period)	Measured Noise Level, dBA		Project Noise Trigger Levels, LAeq(15minute), dBA	
		RBL ¹	LAeq(period)	Intrusiveness	Amenity ^{2,3}
Day	50	38	48	43	53
AM Shoulder (6:00 am – 7:00 am)	40	38 (40 actual) ⁴	53	43	43

1. RBL = Rating Background Level
2. No other sources of industrial noise are present in the area and are not likely to be in the future. As such, the recommended amenity noise levels have been taken as the project amenity noise levels, as outlined in the NPfl.
3. The project amenity noise levels have been converted to a 15 minute level by adding 3 dB, as outlined in the NPfl.
4. RBL reduced to match the daytime RBL, as outlined in the NPfl.

Sources of industrial noise can cause greater annoyance where they contain certain characteristics, such as tonality, impulsiveness, intermittency, irregularity or dominant low-frequency content. The NPfl provides the modifying factors, shown in **Table 6**, which are to be applied to the predicted noise levels.

Table 6 NPfI Modifying Factors

Factor	Assessment/Measurement	When to Apply	Correction ¹
Tonal noise	One-third octave or narrow band analysis	Level of one-third octave band exceeds the level of the adjacent bands on both sides by levels defined in the NPfI.	5 dB ²
Low-frequency noise	Measurement of source contribution C-weighted and A-weighted level and one-third octave measurements	Measure/assess source contribution C and A weighted $L_{eq,t}$ levels over same time period. Correction to be applied where the C minus A level is 15 dB or more and the level to which thresholds defined in the NPfI are exceeded.	2 or 5 dB ²
Intermittent noise	Subjectively assessed but should be assisted with measurement to gauge the extent of change in noise level	The source noise heard at the receptor varies by more than 5 dB and the intermittent nature of the noise is clearly audible.	5 dB

1. Corrections to be added to the measured or predicted levels.
2. Where a source emits tonal and low-frequency noise, only one 5 dB correction should be applied if the tone is in the low-frequency range, that is, at or below 160 Hz.

4.1.3 Sleep Disturbance

In addition to the PNTLs, the NPfI provides guidance in relation to the assessment of sleep disturbance. Specifically the NPfI states:

Where the subject development/premises night time noise levels at a residential location exceed:

- $L_{Aeq(15minute)}$ 40 dBA or the prevailing RBL plus 5 dB, whichever is the greater, and/or
 - LAF_{max} 52 dBA or the prevailing RBL plus 15 dB, whichever is the greater,
- a detailed maximum noise level assessment should be undertaken.*

The sleep disturbance criteria have been summarised in Error! Not a valid bookmark self-reference..

Table 7 Sleep Disturbance Criteria

Receptor	Sleep Disturbance Criteria	
	dBA LAF_{max}	dBA $L_{Aeq(15minute)}$
All Receptors	53	43

The NPfI requires further investigation where the sleep disturbance criteria are likely to be exceeded. It is common and appropriate to consider other published research including the NSW *Road Noise Policy* (RNP) which contains additional guidance relating to potential sleep disturbance impacts associated with road traffic and vehicle movements.

Based on studies into sleep disturbance, the RNP concludes that:

- Maximum internal noise levels below 50 dBA to 55 dBA are unlikely to cause awakening reactions; and
- One or two noise events per night, with maximum internal noise levels of 65 dBA to 70 dBA, are not likely to affect health and wellbeing significantly.

Noise is commonly considered to reduce by approximately 10 dB when passing through a facade with windows open or partially open.

Therefore, the first conclusion above suggests that short-term external noises of 60 dBA to 65 dBA are unlikely to cause awakening reactions. The second conclusion suggests that one or two noise events per night with maximum external noise levels of 75 dBA to 80 dBA are not likely to affect health and wellbeing significantly.

4.2 Road Traffic Noise Guidelines

When trucks and other vehicles are operating within the boundaries of the Project site, noise contributions are included in the predicted noise emissions.

When Project-related traffic moves onto the public road network a different noise assessment methodology is common and appropriate, as vehicle movements are regarded as 'additional road traffic' rather than as part of the works and are assessed under the RNP.

The RNP requires an initial screening test by evaluating whether noise levels would increase by more than 2 dB (ie equates to an increase in traffic volumes of approximately 60%) due to construction or operational traffic.

Where noise levels increase by more than 2 dB (ie 2.1 dB or greater) further assessment is required using the criteria presented in the RNP, as shown in **Table 8**.

Table 8 RNP Criteria for Assessing Project-related Vehicles on Public Roads

Road Category	Type of Project/Land Use	Assessment Criteria, dBA	
		Daytime (7:00 am – 10:00 pm)	Night-time (10:00 pm – 7:00 am)
Freeway/arterial/ sub-arterial roads	Existing residences affected by additional traffic on existing freeways/arterial/sub-arterial roads generated by land use developments.	LAeq(15hour) 60 (external)	LAeq(9hour) 55 (external)

5 Noise Assessment

5.1 Noise Modelling

In order to predict noise levels associated with the Project, a SoundPLAN computer model was developed. SoundPLAN is a software package which enables compilation of a computer model comprising a digitised ground map (containing ground contours and significant structures, where appropriate), the location and acoustic power levels of significant noise sources, and the location of potentially noise-sensitive receptors.

The Conservation of Clean Air and Water Europe (CONCAWE) prediction methodology was utilised within the SoundPLAN noise model as it is specially designed for industrial facilities.

The plant and equipment and their associated sound power levels described in **Table 2** have been included in the model. The sources have been modelled with an emission height of 1.5 m.

Modelling has been undertaken to predict the noise from the delivery trucks and the front-end loader manoeuvring on the site with a truck idling whilst being loaded.

The ground between the Project site and the receptors was modelled as flat grass/earth which is predominantly 'acoustically absorptive'.

The receptors were modelled at a height of 1.5 m above local ground level and positioned at the receptors shown in **Table 1**.

The predictions have been undertaken for the 'default' noise enhanced meteorological parameters described in the NPfI. The modelled meteorological conditions are provided in **Table 9**.

Table 9 Meteorological Conditions

Period	Meteorological Conditions	Wind Speed (m/s) (Source to receiver)	Stability Category
Day	Noise enhancing	3	D Class
Night (early morning 'shoulder' period)	Noise enhancing	2	F Class

5.2 Predicted Noise Levels

The results of the noise modelling are shown in **Table 10**, together with the applicable Project criteria. Instances of project criteria exceedance have been shaded.

Table 10 Predicted Noise Levels – Landscaping Supply Operations

Receptor	Period	Project Criteria, dBA		Site Noise, dBA		
		PNTL	Sleep Disturbance	Front-end Loader + Truck Idling	Delivery Truck on Driveway	
		LAeq(15minute)	LAmix	LAeq(15minute)	LAeq(15minute)	LAmix
R1	Day	45	N/A	31	39	N/A
	AM Shoulder	43	53	N/A	39	60
R2	Day	45	N/A	42	46	N/A
	AM Shoulder	43	53	N/A	46	70
R3	Day	45	N/A	41	39	N/A
	AM Shoulder	43	53	N/A	39	58
R4	Day	45	N/A	35	37	N/A
	AM Shoulder	43	53	N/A	37	55

It can be seen in **Table 10** that noise from the main operations at the site would comply with the PNTLs at all locations at all times, including the AM shoulder period were operations to occur during that time.

The predicted noise levels of the truck activity on the site driveway comply with the day and AM shoulder PNTL at all locations except Receptor 2, which is the dwelling located immediately adjacent to the driveway. The predicted noise level exceeds the PNTLs by 1 dBA during the daytime and up to 3 dBA during the AM shoulder period. Exceedances of that magnitude would be considered negligible (1 dBA) to minor (3 dBA).

The delivery truck noise in terms of the L_{Amax} parameter may also exceed the sleep disturbance criterion during the 6:00 am – 7:00 am period. Therefore further investigation of the effects of that noise would be warranted in accordance with the NPfI methodology.

5.3 Discussion of Results

Although noise from a truck on the driveway may exceed the PNTLs at the nearest receptor, it does not necessarily follow that noise levels would result in unacceptable impacts at a receptor where PNTLs are not achieved.

It is important to note that the NPfI and its recommended criteria, are not mandatory. The NPfI documents the “principles underpinning the noise criteria” as follows:

“The industrial noise source [“background plus”] criteria ... are best regarded as a planning tool. They are not mandatory, and an application for a noise/producing development is not determined purely on the basis of compliance or otherwise of the noise criteria. Numerous other factors need to be taken into account in the determination. These factors include economic consequences, other environmental effects and the social worth of the development.”

Therefore, when assessing the acceptability of the noise, the following rationale can be considered:

- The noise is infrequent, generated during 2-3 times per day, and would be very short-term in nature, ie occurring only when a truck traverses the driveway for approximately 140 seconds. This means that the exposure time to the noise is relatively low and thus less likely to be considered offensive.
- The occupants of the residences are likely to be within the dwellings during the AM shoulder period.
- Trucks on Mulligans Flat Road are common and audible at the affected receptors, thus the activity is not unusual for the area.
- The magnitude of excess over the PNTL is negligible to minor.
- The exceedances have been predicted for “noise enhancing” weather conditions which would not be a constant occurrence.
- The ambient noise level commonly exceeds the PNTLs, as shown in **Table 3.**, which means observers are unlikely to perceive the noise as intrusive.

On this basis, it is expected that the noise associated with trucks on the driveway would not be expected to result in adverse effects at the nearest receptor.

Notwithstanding the above, it is considered good practice, and therefore recommended, to utilise noise controls where it is readily available to do so. Reasonable and feasible controls include:

- Regular maintenance of the driveway to eliminate bumps, pot holes and the like.
- Trucks must be driven in a reasonable manner to minimise noise generation, eliminate use of air-brakes, etc.

5.4 Sleep Disturbance Discussion

In relation to sleep disturbance, the highest predicted noise level 70 dBA L_{Amax} outside the nearest residence (Receptor 2) occurring once between 6:00 am and 7:00 am would equate to an internal level of approximately 60 dBA where the facade includes open or partially open windows.

Referencing the sleep disturbance criteria in **Section 4.1.3**, that level would not be likely to affect health and wellbeing significantly.

The highest external noise level in terms of the $L_{Aeq}(15\text{minute})$ parameter would be 46 dBA, which would not be considered likely to result in awakening reactions from the resulting internal noise level of approximately 36 $L_{Aeq}(15\text{minute})$.

Therefore, the use of the driveway by a truck during the AM shoulder period would not be expected to result in sleep disturbance at nearby receptors.

5.5 Project-Related Road Traffic Noise Assessment

It is understood that the number of trucks movements per day would reach a maximum of three.

The number of trucks and other vehicles associated with the operations of the Project will be low relative to the traffic volume on the Mulligans Flat Road. The Project would not increase the traffic volume on Mulligans Flat Road by at least 60%, so the RNP +2 dB criterion would not be exceeded.

6 CONCLUSION

SLR has undertaken an assessment of noise associated with a small landscaping supplies operation at 757 Mulligans Flat Road, Sutton NSW.

The assessment has considered noise with regard to methodology within the *Noise Policy for Industry* (NPfI).

Project specific noise trigger levels have been established in accordance with the NPfI.

Noise modelling based on the site operations and surrounds has been undertaken, with noise sources operating during “noise enhanced” (worst case) meteorological conditions and located close to receptors.

Noise associated with the operations (front-end loader loading trucks and manoeuvring on site) is expected to comply with the PNTLs at all times.

The predicted noise levels from a truck using the driveway may marginally exceed the non-mandatory PNTLs at only one receptor, however adverse effects with the activity are not expected, including sleep disturbance during the 6:00 am – 7:00 am period.

The noise assessment has shown that the noise associated with the proposal would not be significant or result in adverse noise impacts when observed at nearby sensitive receptors. Noise-related complaints would not be considered likely, together with a low risk of environmental harm.

Reasonable and feasible noise controls relating to the road condition and driver behaviour have been recommended.

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SUBMISSION #1

Muzaffar Rubbani

From:
Sent:
To: YVC Customer Service Team
Subject: Public Consultation online submission [#574]

[EXTERNAL] Please exercise caution when clicking on links or attachments from external sources.

Name *

Address *

Email *

Phone
Number *

What item DA220274
are you
making a
submission
on? *

Submission *

We would like to make an objection for the proposed DA220274 – 757 Mulligans Flat Rd Sutton.

We hold great concerns for the development of this landscaping material supplies site as the road conditions on Mulligan's flat road is already horrendous and dangerous. This road is an accident waiting to happen and with the extra cars and trucks that will need to use this road if this development goes ahead will put more pressure and damage to the road. The width of the road is not wider enough to have big trucks travelling down it. The council can't currently maintain and fix the roads, the traffic increase will cause the road to deteriorate further.

We also have concerns for the noise that this development will cause. We live in a rural environment for a reason we don't want to hear the noise from trucks & machines working throughout the day. This sort of a business should be in a commercial / industrial area like all of the other landscaping material supply business.

Allowing this business to operate is not in the best interest of the surrounding Neighbours and should not be approved.

SUBMISSION #2

SUBMISSION IN RELATION TO THE PROPOSED LANDSCAPE MATERIALS SUPPLY BUSINESS AT 757 MULLIGANS FLAT ROAD, SUTTON – DA 202274

Submission from

Sutton

Contact Numbers:

OUR SUBMISSION

We would like to make the following submission in response to DA 202274, Landscape Materials Supply Business at 757 Mulligans Flat Road, Sutton which is being considered by the Yass Valley Council.

We, _____, to the _____ of the _____, to the proposed development regarding the negative impact it will have on the local community. The following statements refer to how the Landscaping Materials Supply Business would affect us as the long-term residents of Sutton.

1. A Landscape Supply Business does not belong in this area.

Our decision to purchase our property and live in this area was based on the lifestyle it offered and opportunity it provided to pursue our passion for _____. Having lived on the property for more than 30 years we are very protective of our sanctuary and the benefits it offers.

Given the fact that the landscaping supply business has operated illegally at 757 Mulligans Flat Road in past we know it has and will again, if approved, have negative impact on our lifestyle and the activities we conduct at _____ Road.

2. Noise Concerns

a. Safety of vulnerable people and other horse handlers

We operate an _____ with our primary focus being _____ Assisted Therapies. Our clients include people who are experiencing a wide range of disabilities and challenges in their life.

While we use highly trained and appropriately behaved horses when working with these people, _____ remain a 'flight animal' and can react to sudden and unexpected sounds and movements. Such reaction can prove very dangerous for anyone working with the horses. Because of the risk of injury when a horse reacts to loud sounds and/or sudden unexpected movement we will not continue with any form of therapy session in the event of thunderstorms, high winds or when there are any other possibly frightening noises in the area of our property.

Past experience has shown that the landscape materials supply operation at 757 Mulligans Flat Road produces loud, thunder like noise without any prior warning. This means we could be dealing with a

potentially dangerous situation when conducting a therapy session or any other horse related activity.

b. Our right to quiet enjoyment.

Purchasing a property in a rural, residential area comes with the expectation of enjoying a quiet lifestyle only experiencing the sounds, smells, sights and other experiences associated with these zones. We did not purchase our property expecting that one day a neighbour would start operating a noisy landscape supply business.

c. Impact on the environment.

Sudden loud, unexpected noise must have a negative impact on the native fauna (both birds and animals) who try to exist in an already challenging environment for them.

3. Pollution of air, soil and waterways.

We are very concerned about the potential pollution that may occur as a result the proposed landscape supply business. When trucks travel along the entrance driveway and are involved in the loading and unloading of rocks, the dust produced, particularly during dry periods, is easily observed from our property. What is in this dust and where it is deposited is an unknown so it is impossible to know what impact it is having on our soil, our water and the air we breath therefore it is necessary to assume that it could be dangerous and should not be allowed to occur.

As indicated by the contour map provided by the applicant, any water flowing across and away from the landscape supply site flows in the gully that feeds our dam. The potential for chemical pollutants, silt and other contaminants to enter our water supply is a major concern for us.

4. A threat to objectives of the Greater Goorooyaroo Project

As participants in Greening Australia's Greater Goorooyaroo project we are fully committed to the objectives of the project. We have invested considerable time, money and emotional effort in revegetating areas of our property. With Greening Australia's help, we have planted more than 1,000 trees, shrubs and other native plants in order to contribute to the creation of the dry grey box woodland corridor from the Federal Highway to Gunning, NSW. The impact of noise and possible pollution on the wildlife inhabiting our sections of the woodland and similar re-established areas on other properties near us, should not be ignored and must be prevented.

5. Costs associated with monitoring and enforcing compliance.

There is going to be an ongoing cost to the Council in ensuring compliance with any operational parameters set if the application is approved. Further costs will be incurred if the Council is required to act due to non-compliance. These costs mean fewer funds available to Council to undertake other activities such as repairs and maintenance of our roads.

6. Road damage.

When Mulligans Flat was sealed it became a preferred for people in the western suburbs of Canberra travelling to the South Coast, linking with the Federal Highway or going to Gundaroo resulting in significant increase in traffic. Furthermore, the earthworks associated with the development of the newer suburbs in Gungahlin has seen a big increase in heavy vehicles using Mulligans Flat Road when accessing the sites where they are dumping excavated materials.

Collectively, the increase in traffic and heavy vehicles has resulted in significant damage to the road surface to the extent that the Council is unable to stay on top of the repairs. The Council should take every opportunity to limit the number of heavy vehicles on Mulligans Flat Road. Rejecting this application is such an opportunity.

IN SUMMARY

We strongly oppose the approval of this Development Application.

SUBMISSION #3

To: Yass Valley Council • Council@yass.nsw.gov.au

Re: DA220274 - 757 Mulligans Flat Road, Sutton

Dear YVC,

We have read all the 5 pertaining documents to this DA.

There are several objections to this DA. We live approximately and away to the from this existing quarry & landscaping business. The Noise assessment report as well as the Environmental effects reports are so biased it is not to be taken seriously.

With respect to the acoustical sensing: They put acoustical sensor just behind a small adjacent forest, so all sound is subdued. Next, they measured at 15 minute intervals which conveniently avoids the massive noise we all hear from big rocks thudding on the ground or being tipped into trucks with enormous sounds resembling artillery shells exploding. The Noise assessment report does not discuss this at all. It merely determines noise from the trucks once loaded-NOT THE LOADING PROCESS ITSELF.

The 10-year existing site is completely bare with all topsoil removed. This is a substantial erosion risk: mainly wind erosion and thus distribution of silica rich material across the landscape including to us.

In a similar fashion to the noise report the applicants state only vehicular noise will be heard. THIS IS NOT TRUE. At and we hear the massive noise from big rocks thudding on the ground or being tipped into trucks with enormous sounds resembling artillery shells exploding.

The site has been cleared illegally from about 10 years ago. So of course they now say there will be no clearing as they already ILLEGALLY cleared 0.88 ha of grassland.

This type of industrial development does not suit this neighbourhood. The proposers say that adjoining properties all do the same with trucks etc. This is untrue. We don't have trucks. You can check the Google Earth imagery and see that this is the only such bare patch of industrial activity in the wide neighbourhood.

This DA is obviously a reaction to complaints by neighbours as the proponents realise that their activity has been illegal for 10 years already. So council should not see this as a new development -they should see this as an illegal development trying to greenwash itself.

We strongly oppose this use of rural land for non-rural industrial activities and this DA should be cancelled and the bare site should be remediated.

Sincerely,

Yass Valley Council

Submission on proposed DA 220274 (757 Mulligans Flat Road Sutton)

Dear YVC

Thank you for the opportunity to comment on this proposed DA. Other detailed objections to this proposal. My intent is to just focus on two aspects: time of operations and noise assessments.

Time of operations

The NSW Government issues guidelines for when reasonable vehicular noise can be tolerated – namely 7am to 8pm on weekdays and 8am to 8pm on Saturdays. The DA specifies 7am to 5pm on weekdays and 8am to 5pm on Saturdays. While these are within the guidelines, they appear to be inappropriate for a quiet RU1-rated property (where residents have built their houses in part to get away from suburbia). Common sense would suggest something like 9am to 5pm on weekdays and 10am to midday on Saturdays.

Noise assessments

Noise measurement is a complex science, and it would be easy for readers of the acoustics consultants (SLR) report to simply accept their findings because of this complexity. In order to simplify the matter somewhat, please note the few comments below:

Common sound level examples:

30dB - leaves rustling
40dB – library
50dB - washing machine
60dB - vacuum cleaner
70dB - lawn mower
90dB - food blender
100dB - angle grinder
110 dB - baby crying
120 dB -rock concert
120 dB - jet engine
160 dB - balloon popping (note that this is an impulse noise)

To put all this in context, the human ear can hear a change in sound level of about 3dB and easily hear a change of 10 dB (subjectively twice as loud).

The DA quotes the noise level caused by a truck and dog combination as 90dBA and a front-end loader at 85dBA. However, the consultant's report quotes (in Table 2) truck noise as 110dBA and the front-end loader as 112dBA. Clearly there is a substantial disconnect within the DA.

I Road, about away from the test site, and in the past have often heard loud noises coming from somewhere. I thought they came from field gunnery practice at the Majura Firing Range, but investigations reveal that the noise came from the dumping of rocks at the test site. This shows that distance does not attenuate sound as much as theory might suggest, especially when the prevailing north-westerly wind is blowing.

The other elephant in the room here is that the acoustics consultants have only made measurements at a small number of sites and only investigated continuous noise. It would have been most illuminating for them to make acoustic measurements during the time of rocks being dumped or re-loaded.

In summary, given the over-generous time of operations sought, and the anticipated totally unacceptable noise level clearly identified by the acoustics consultant’s report (but ignored in the proposed DA), I submit that this landscaping rock storage and distribution business has no place in a quiet neighbourhood rated at RU1.

Yours faithfully

- Near complete silence: 0 dB
- Normal conversation: 60 dB
- Whisper: 15 dB
- Library: 45 dB
- Heavy city traffic: 85 dB
- MP3 player at maximum volume: 105 dB
- Toilet flushing: 75-85 dB
- Balloon popping: 157 dB
- Noisy restaurant: 90 dB
-

Change in dB	Change in Sound Intensity/Energy
An increase of 3 dB	doubled
A decrease of 3 dB	halved

An increase of 10 dB

Increased by a factor of 10

A decrease of 10 dB

Decreased by a factor of 10

An increase of 20 dB

Increased by a factor of 100

A decrease of 20 dB

Decreased by a factor of 100

Can humans hear a 1 dB difference?

The standard definition of a decibel indicates that it's roughly the smallest amount of volume change that a person can subjectively perceive. That means **variations of up to 1 dB ought to be pretty much imperceptible**, while those at or beyond 1 dB are noticeable.

Can you hear a 3 dB difference?

A change of 3 dB is accepted as the smallest difference in level that is **easily heard by most listeners listening to speech or music**. It is a slight increase or decrease in volume.

How loud is a 3dB increase?

In an electrical circuit, 3dB is theoretically double the energy. In an acoustic setting, 3dB is perceived as about 12% louder because the human ear is not a linear device, but a logarithmic one. To generalize, because it's subjective, many people consider 10dB to be twice as loud.

SUBMISSION #5

Reject DA220274 due to the following reasons:

1. The LEP definition of "home business" will not be met:

The property has been used illegally for more than ten years. The proposal will have effects of noise, vibration, smell, fumes, dust, wastewater, grit, oil, and traffic generation, it has and will continue to interfere with the neighbourhood's amenity.

2. The noise produced by this illegal operation has exceeded the noise predicted by the noise assessment report. This is expected to continue.

The sound of moving vehicles and of heavy rocks being dipped onto steel truck bodies make up the noise. These rocks strike the steel trays with a force comparable to that of thunder.

3. Numerous health risks for both employees and nearby residents.

There is greater risk from the silica dust produced by handling sandstone, in addition to the anxiety brought by the noise. This business is not a typical landscape supply business. It is basically wholesale distribution and sales of sandstone.

The large amount of dust produced by this operation, blew with prevailing westerly winds over the neighbouring properties and into their homes.

4. The proposed land use will take place on an area of the lot that is roughly 14.5 ha. Within 1,500 m of the proposed site, there are about 20 houses on nearby properties. The small lot sizes in this area make this a rural residential area that is incompatible with the proposed industrial scale polluting land use.

5. A precedent for undesirable activities in the 5 km zone along the NSW ACT border would be established.

In an effort to stop trucking depots from degrading the area's amenities, council previously tried to rezone the 5 km zone along the NSW–ACT border. This proposed unsuitable land use should be subject to that rule.

A Development Application must be evaluated by Council considering the Local Environmental Plan. Additionally, council owes a duty of care to the ratepayers it represents. When the health and welfare of the neighbourhood are in danger, that duty of care may take precedence over the Local Environmental Plan's provisions.

The Local Environmental Plan is a plan, but it does not account for all situations, and Council is empowered to act in the neighbourhood's best interests. Making a choice in this manner might not be entirely compliant with the Local Environmental Plan.

If Council decides to approve this development application, it should only be after the a stringent set of requirements be included to safeguard the neighbourhood.

The landowner in this instance has permitted the business to operate on his property without permission for more than ten years. This history should be taken into account when granting permission to continue operating, and the community should be appropriately protected through the application of suitable restrictions.

A detailed plan for ensuring compliance with the conditions should be included in the requirements for any approval. The cost of this monitoring shouldn't fall on the other ratepayers in the neighbourhood. The landowner should be responsible for paying Council's expenses for checking on the company to see if it is adhering to any restrictions and conditions that are a part of any consent.

During its roughly ten years of illegal operation, it has been a visual mess, a source of dust, and a very disturbing noise source around the clock. Presumably deaf is the landowner.

- The proposed location has a view of nearby homes. Privacy is impacted. Because high trucks can see over fences and shrubs, it affects the privacy of neighbours.
- There may not be any new building construction, but the trash is still allowed to wash from the hill's bare dirt, build up on the fence, and eventually topple the fence.
- Several acres of bare dirt already exist on the site. Over the previous ten years, there had been no attempt to control noise, dust, or sand. To halt erosion, a silt fence is insufficient.
- work is being done to remove all the vegetation and keep it gone so that supplies can be stored on the bare ground and trucks and machinery can move around. The land will suffer long-term damage if no grass or trees are planted there. There is no topsoil on that bare ground, which is a source of dust. The fact that the items being stored are landscaping supplies is unimportant. The area is not landscaped with the appropriate landscaping materials.
- The entire region is a bushfire hazard. The risk of bushfires is increased by the storage of combustible landscaping materials.
- What arrangements have been made for the employees' housing and sewage systems?

- These hours are unacceptable to the neighbours due to the noise, dust, and general disturbance to the area. The hours should be restricted to Monday through Friday from 11 am to 2 pm and not on weekends or holidays.
- Over 100 dBA of noise is produced by large trucks pulling trailers. More than 85 dBA is produced by large loaders. The noise produced by rocks crashing on truck trays can reach 200 dBA. The trucks move at a speed closer to 30 kph. How will the 15 kph speed limit be enforced?
- Why are 30 parking spaces needed if there are only 2 trucks per week, 1 employee, and no sales to the general public? Although the development application states that no new road is proposed, the environmental impact statement stated that a road was necessary.

We think that the SLR Consulting Noise Report does not accurately assess the effects of the noise that has already been produced or is anticipated to be produced by the proposed development.

Noise Receptors

The noise receptors that are less than 1,500 metres from the site of the proposed development appears that the SLR Consulting Noise Report ignores them.

When evaluating the impact of the noise from the proposed development, there are about 20 noise receptor locations within 1,500m of the development site.

Over the past ten years of illegal operations, the residents of the majority, if not all, of these noise-sensitive locations have regularly complained to the landowner about the noise.

Only three of these receptors locations are taken into account in the SLR Report.

Why did SLR only take into account three noise-sensitive areas?

Did SLR not bother to enquire as to who had previously been impacted by the noise?

Before writing the report, did SLR Consulting make the effort to visit the site?

Truck and machinery noise

About 100 dB of truck noise can be expected from this development and the ten years of illegal operations, which is significantly more than the 80 dB used in SLR's Noise Report.

These are large trucks—some of the largest vehicles on the road, with weights of up to 50 tons—pulling massive trailers down a winding dirt road.

100 dB of truck noise is very upsetting to both people and animals. Heavy trucks with an 80 dB noise rating might be acceptable on the highway, but not when travelling on a bumpy dirt road.

SLR asserts that since Mulligans Flat Road sees a lot of similar traffic, a few extra trucks won't draw attention.

Continuous large truck traffic was not intended for Mulligans Flat Road. It is absurd to contribute to the harm that this extra traffic will do to the roads.

The proposal will deal in large landscape rocks, some of which weigh more than a tonne.

When these rocks are thrown onto the truck's tray, they make a noise of about 200 dB, the same decibel level as nearby or overhead thunder.

Everyone within that 1 km radius might get ear pain by the noise.

Such noises are frightening to animals.

For the riding school that is within 1,000 metres of the site of the proposed development, this poses a serious safety concern. Children with disabilities receive therapy from the riding

school while riding horses. The sound of the rocks crashing onto the back of the truck will startle any animal. As such, Council should reject this development request.

SLR's noise attenuation claim

According to the SLR report, noise attenuates with distance, minimising its effects on nearby residents in a rural setting.

SLR is correct that noise attenuates with distance, but SLR neglected to take into account how much attenuation takes place in the close proximity to all the other noise sensitive areas.

Atmospheric conditions and noise frequency both affect attenuation levels. A 1,000 Hz noise will attenuate at about 6 dB per 1,000 m on an average day with 25°C, and 50% humidity.

A 200 dB noise will still be audible at a distance of 1,000 metres from the source of 194 dB.

When noise levels exceed 130 dB, pain is experienced. Human ears can suffer immediate damage from noise levels above 120 dB. Animals with more sensitive hearing than humans will suffer much more harm.

A horse that is carrying a disabled child is likely to jump or rear up with a loud 194 dBA noise.

SLRs traffic estimate

The stated number and size of trucks do not match how the business has been run over the previous ten years.

Additionally, the Statement of Environmental Effects' traffic flow was used differently for the noise assessment, which leaves out a number of sources of noise, such as:

- Arriving and departing trucks
- Service vehicles with fuel and water.
- Staff automobiles
- Equipment, such as rock loaders and grinders.

To give the impression that noise is not an issue with this development, we think SLR ignored this other traffic.

Reliability of the SLR report

The report's first error is the use of unreliable data. "... data collected, which has been accepted in good faith as being accurate and valid" is listed as the basis of the report.

The report also contains the following error: "...this report may not be relied upon by other parties without written consent from SLR". It is acknowledged that the report cannot be trusted, so its accuracy should not be assumed.

The report is based on false presumptions, such as “..plant would not operate continuously for lengthy periods...” That runs counter to how the plant has been illegally run for the past ten years.

“.. the loading/unloading and delivery truck activities would not operate concurrently.” That's what has been taking place illegally for the past ten years, and if this development application is approved, that's probably what will continue to happen.

The intrusive level of 200 dBA for explosive noise in Table 5 does not accurately represent how intrusive the noise is, and it should not be taken into consideration.

Given the volume of noise that has been illegally produced on the site over the past ten years, the 5 dBA allowance for “..tonality, impulsiveness, irregularity or dominant low frequency content” is unrealistic.

Even though the RNP states that “one or two noise events per night, with a maximum internal noise level of 65 to 70 dBA are not likely to affect health and wellbeing significantly,” this does not justify a string of noise events that significantly exceed 100 dB.

Hours of operation

According to SLR, business hours are 7 a.m. to 6 p.m., Monday through Friday.

What criteria was used to determine those hours? Have the neighbours been contacted?

7 am is way too early. Given the volume of noise produced, business hours should be closer to 11am to 2pm on weekdays and completely off on weekends and holidays.

The SLR rationale

The rationale is rejected on the following grounds

- The locals disagree with the justification. “Therefore, when assessing the acceptability of the noise, the following rationale can be considered:” Specifically: “The noise is infrequent, generated during 2-3 times per day” In the past, that wasn't the case.
- “and would be very short-term in nature, ie occurring only when a truck traverses the driveway for approximately 140 seconds.”.

How it was determined?

What speed of the vehicle was used for the calculation of 140 seconds?

What about the time that was wasted manoeuvring and waiting to be loaded or unloaded?

What about the loud explosions made when rocks are loaded onto trucks?

- “This means that the exposure time to the noise is relatively low and thus less likely to be considered offensive. “.

That is very individualised. The traffic premise is untrue.

Why not enquire about the neighbours' opinions of the noise the illegal operation has been making for the past ten years?

- "The occupants of the residences are likely to be within the dwellings during the AM shoulder period."

Incorrect.

Did you consult the neighbours or did you just make this up to suit the situation?

- "Trucks on Mulligans Flat Road are common and audible at the affected receptors, thus the activity is not unusual for the area."

Although there are often trucks on Mulligans Flat Road, many of them are operating without council approval.

Is the son of the landowner intending to drive his trucks on Mulligans Flat Road in an illegal manner as well?

- "The magnitude of excess over the PNTL is negligible to minor." That is subjective and founded on false information.

- "The exceedances have been predicted for "noise enhancing" weather conditions, which would not be a regular occurrence."

Once more, this conclusion was drawn using false information.

- "The ambient noise level commonly exceeds the PNTLs, as shown in Table 3., which means observers are unlikely to perceive the noise as intrusive."

This is a highly subjective statement.

- Although the SLR noise report contains numerous justifications it is not supported by reliable information or sound presumptions and should be disregarded by Council.

SUBMISSION #6

SUBMISSION OPPOSING THE PROPOSED LANDSCAPE MATERIALS SUPPLY BUSINESS AT 757 MULLIGANSFLAT ROAD, SUTTON – DA 220274

Submission from

OUR SUBMISSION

In addition, to the Neighbours' response opposing the development application to change the land use at 757 Mulligan's Flat Road, SUTTON so as to operate a Landscape Materials Supply Business we make the following submission regarding the negative impact it will have on the local community.

1. Our right to a peaceful rural lifestyle

Our decision to buy our property and live in this area was based on the lifestyle, rural surrounds and peaceful existence.

We have been living on the property since 2015 and have been impacted by the **Rock storage and supply depot** (as opposed to the description provided in DA220274) that was operating illegally from 757 Mulligan's Flat Road until recently.

It has taken a significant effort on our part to get Yass Valley Council to act to have the illegal operation stopped. Given the history of the operations conducted it is reasonable to believe that the exact same business to supply the Canberra clients with rock for construction and landscaping purposes, if approved, will again have a negative impact on our lifestyle and result in devaluing our land.

A landscape material supply business does not belong in this area, or fits in with the Yass Valley Councils future plans

The purpose of the 5km buffer zone along the ACT/NSW Border from the Federal Highway to the Barton Highway was to put simply to prevent industrial type business and the densification of the area to ensure the preservation of the rural lifestyle.

2. Noise Concerns

Our right to quiet, peaceful lifestyle is the reason we purchased the property in a rural residential area with the expectation of enjoying and experiencing the peacefulness of a rural lifestyle. Only to have the exact opposite with the neighbouring owner of 757 Mulligans Flat Road allowing the illegal operation of a landscape supply business operating 7 days a week, which generated up to 12 truck movements most days. At times trucks have left at 3am and not stopped until 11pm interrupting our right to sleep.

The entrance to 757 Mulligans Flat Road is to property and less than from our house. The noise generated by the trucks braking and gear changes to enter and leave the driveway is noisy, frightening to both the residents, livestock and pets within the Read Road / Mulligans Flat Road community.

The dumping of rocks onto the ground and reloading into metal trucks and trailers produces a sudden thunderous noise that is heard and has a negative impact further reaching than indicated in

the DA Noise report which is extremely misleading with its assumptions and misinformation, as detailed in the submission.

3. Air Pollution and Dust

When the trucks travel along the driveway to 757 Mulligans Road they produce a lot of dust, particularly in dry periods, travels across our property leaving a coating of dust on our clothes line and washing, our vegetables gardens, and home.

The dumping of rock and reloading onto trucks has in the past has produced clouds of dust that can be seen from our place in certain weather conditions.

This has been extremely concerning in the past when a large percentage of the rock being transported, stored and distributed is sandstone which contains between 70-95% crystalline silica. As the past of the ACT Construction Industry Safety Reference Group was part of the research into the dangers of Crystalline Silica. Silica dust particles will remain airborne and travel through the air for up to 12 days after it has been released from its source and well after the visible dust subsides. Refer to Safe Work Australia Data on the health risks of Crystalline Silica. This uncontrolled release of dust, seeds, and other contaminates is undetermined and cannot be good for our environment, soil and dams as well as the health of the residents.

We believe that this DA Application is in contravention with the Yass Community Strategic Plan 2042 Our Environment

EN.1 Our natural environment is maintained, protected and enhanced in line with community expectations.

4. Surrounding Property Use

The majority of properties in the Read Road / Mulligans Flat road area surrounding 757 Mulligans Flat Road are contrary to the RU1 zoning as they are all small farming lots ranging from 16 acres to 40 acres (as previously subdivided by QPRC) and are hobby farms with residents either retired or sourcing income from employment mainly in ACT.

We believe that this DA Application is in contravention with the Yass Community Strategic Plan 2042

Our Environment EN.3 We have a robust planning framework that considers our rural character and natural landscapes.

Development sustainably integrates environmental, social and economic factors which are in the best interests of the community and the region. Future developments should complement existing settlement structure, character and uses and allow for the creation of legible and integrated growth. Future development should strengthen the efficient use of infrastructure, services and transport networks and not overburden existing services elsewhere.
*Development sustainably integrates environmental, social and economic factors which are in the best interests of the community and the region. **Future developments should complement existing settlement structure, character and uses** and allow for the creation of legible and integrated growth. Future development should strengthen the efficient use of infrastructure, services and transport networks and not overburden existing services elsewhere.*

This proposed land use change requested in the DA220274 does not fit in with the current surrounding land use or the future plans of the area as set out in the Priority 3 of the YVC 5km Buffer Zone Local Strategic Planning Statement.

The proposed DA land use change, if approved, is a threat to the objectives of the Goorooyarroo Project and the Mulligan's Flat Nature reserve due too the proximity of the natural corridor for the protected flora and fauna species, for example, the Black Cockatoos, Superb Parrots, corroboree frog.

5. Councils Resources to monitor, manage and regulate

We and the local community have grave concerns in relation to the YVC ability to provide adequate resources to monitor and regulate the operations of the business proposed if this DA is approved.

History has proven and the Council itself has admitted to not having sufficient resources to regulate monitor and manage to current activities within the valley shire. This is supported and evident by the fact that a previous "landscaping building" operated illegally for 10 years without YVC intervention.

There will evidently be a ongoing cost to the Council to ensure compliance with any operational conditions imposed or having to act on non-compliance, if this DA is approved.

These costs to Council should be better spent on maintaining the roads within the YVC Shire.

6. Road Damage

Since Mulligans Flat Road has been sealed through to Sutton Road and the 10 tonne limit was removed there has been a significant increase in heavy vehicles using this road to access rural properties for illegal dumping of excavated materials and ACT traffic travelling to the South Coast or Southern side of Canberra.

The increase in traffic and heavy vehicles has resulted in significant deterioration of Mulligans Flat Road. The Council should take every opportunity to limit the number of heavy vehicles on Mulligan's Flat Road such as reinstating the 10 tonne limit and permit requirements. Rejecting this DA application is such an opportunity.

7. Community Sentiment

The residents of Read Road and Mulligans Flat Road that have in the past been impacted by the illegal operations and will be impacted if this DA is approved again are in a valley which creates a tunnel for the noise and dust generated from this type of business to travels.

We have as a community come together to express our concerns in the submission. The neighbouring community is extremely emotional, passionate and invested in retaining the rural, residential and quiet lifestyle we all enjoy since the illegal operations were closed down at 757 Mulligans Flat Road.

The small community of this area (28 neighbours) are united in our opposition to DA220274. The YVC is urged to take notice and act in the best interests of our community to ensure that the lifestyle we choose is preserved and protected.

8. Councillor's Perspective

We would like the Councillor's and Council employees deliberating this DA decision to take a moment and consider how you would feel if this was happening next door to your home.

Consider sitting enjoying a family meal, to be suddenly startled by a thunderous noise, or working in your garden trying to enjoy the serenity but instead have a continuous rumbling of truck engines, air brakes and gear changes.

Close your eyes and image these scenarios – How would you feel.

WE STRONGLY OPPOSE THE APPROVAL OF THIS DEVELOPMENT APPLICATION 0 DA 220274.

SUBMISSION #7

Yass Valley Council

To Whom it May Concern,

RE: DA220274

Dear Yass Council,

We are writing in reference to DA220274. We are in full support of the application.

We are adjoining neighbours of 757 Mulligans Flat and have shared for many years. We have not had any issues with noise, dust, pollution or visual pollution.

Mulligans Flat Road is a busy road, and there is constant noise from traffic. 757 Mulligans Road has not affected us at all and we have not heard their trucks moving up and down their driveway.

We are in support of a landscaping supplies yard in our area. The Sutton area has no suppliers in its vicinity. The products sold would be beneficial to those landscaping, maintaining driveways and support local trades.

Although we are on a rural property I would like to note that there is constant noise from traffic on the main road, along with the everyday noise from machinery needed to maintain a property (for example slashers, ride on mowers and tractors). We have no issues with this noise and expected this when we bought our property on the busy Mulligans Flat Road. The advantage to being so close to Canberra would also have the disadvantage of being on a busy and loud road.

Please feel free to contact us if you need anymore input.

Submission in relation to DA220274
Landscape materials supply business at 757 Mulligans Flat Road, Sutton, NSW

General Manager

Yass Valley Council

Council is requested to deny consent for DA220274 for the following reasons:

1. The proposed land use as a home business will fail to satisfy the requirements of the LEP definition of “home business” in the following areas:

- The proposed land use that has been carried out illegally for over 10 years. It has and will continue to interfere with the amenity of the neighbourhood because of the noise, vibration, smell, fumes, dust, wastewater, grit, oil and traffic generation that will result from proposed the land use.
- The land use has for the past 10 years of illegal operation, and is expected to continue to expose to view from adjacent premises of unsightly matter.

2. The noise generated by this business over the past 10 years of illegal operation has and is expected to continue to significantly exceed the noise predicted by the supplied noise report.

This noise consists of vehicle noise and the noise of large rocks being dipped onto steel truck bodies. The impact of these rocks onto steel trays is akin to the intensity to overhead thunder. More details of the noise issue are given in Attachment 2.

3. There are several health risks for staff and neighbours with this type of business activity.

Apart from the general dust and anxiety caused by the noise, there is an even greater risk from silica dust produced from handling sandstone. This business is not a normal landscape supply business with a wide variety of landscaping materials. It is a business primarily involved with wholesale distribution and sales of sandstone. Sandstone is about 80% silica and as it crumbles and turns to dust it poses a major health threat to everyone in the immediate area. This business, operating illegally for over 10 years produced a lot of dust that blew with the prevailing westerly winds over the neighbour's land and into their houses.

4. While the proposed location for the DA is zoned RU1 and that landscape supplies is permitted with consent in RU1, this is not a normal RU1 zoned area with a 40-ha minimum lot size and well-spaced dwellings and businesses.

The proposed land use is to be conducted on a lot size of about 14.5 ha. There are about 20 dwellings on neighbouring properties within 1,500 m of the proposed site that have lot sizes between 5 and 16 ha.

This pocket of rural residential dwellings might be zoned RU1 with a minimum lot size of 40 ha but for historical reasons, the small lot sizes make this a rural residential area that is not compatible with the proposed industrial scale polluting land use.

5. Council consent for this type of business in this setting would set a precedent for further undesirable activities in the 5km zone along the NSW ACT border.

Council previously tried to rezone the 5km zone along the NSW ACT border to prevent trucking depots from ruining the amenity of the area. That policy should be applied to this proposed incompatible land use.

Council has a duty to assess a Development Application against the Local Environmental Plan. Council also has a duty of care towards the ratepayers it represents. That duty of care may in cases like this, override the provisions of the Local Environmental Plan when the health and wellbeing of the local community is at risk.

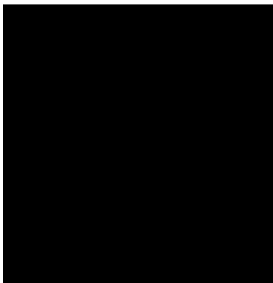
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The Local Environmental Plan is a plan, but it does not cover all circumstances and Council has the authority to do what is in the best interests of the community. That may be to make a decision that may not be fully compliant with the Local Environmental Plan.

If Council feels compelled to give consent to this development application, that consent should be conditional on the landowner complying with a robust set of conditions, such as given in Attachment 1, that are designed to protect the local community.

For over 10 years the landowner in this case has allowed the business to operate without approval on his property. Any consent to continue operating this business should take this history into account and apply appropriate protection for the local community through an appropriate set of conditions.

The conditions for any approval for this business to continue operating should include a clear plan to monitor compliance with the conditions. The rest of the rate paying community should not have to pay for this monitoring. The landowner should be the one to cover Council's costs of monitoring the business for compliance with restrictions and conditions that are part of any consent.



Submitted for and on behalf of the attached signatories from



23 January 2023

Submission in relation to DA220274
Landscape materials supply business at 757 Mulligans Flat Road, Sutton, NSW

Name	Address	Signature

Submission in relation to DA220274
Landscape materials supply business at 757 Mulligans Flat Road, Sutton, NSW

Attachment 1 - Recommended conditions for DA220274

The following conditions are recommended for the development if Council decides to issue consent for the development:

1. Consent is limited to a period of 1 year, renewable each year if there are no complaints by neighbours.

The response of neighbours to the business will be a key factor in deciding whether to extend any approval for the business.

2. The hours of operation shall be limited to 9 am to 4.30 pm Monday to Friday and exclude weekends and public holidays.

The applicant stated that there is no retail sales so the business should be limited to normal business hours.

3. The landowner is to ensure that exposed land surfaces including the access road and landscape supply storage area is kept damp or provided with some other means of stopping dust being generated and blowing from the site or access driveways onto neighbouring properties.

A dust and pollution management plan must be submitted to Council for approval prior to commencing the proposed land use.

4. The landowner must install visual barriers to prevent exposure to view, from adjacent premises of unsightly matter prior to the commencement of the proposed land use.

This may be in the form of trees that are big enough to provide that visual protection at the time of planting.

5. No noise may be generated that emits more than 53 dBA.

Rocks and large objects shall be loaded onto trucks or unloaded in such a way to limit the noise generated to 53 dBA at the source of the noise.

6. The landowner must install speed bumps in the access road that will limit trucks to a speed of no more than 15 kph prior to commencing the proposed land use.
7. The Landowner must give 24 hours prior notification to Council of all truck movements involving a truck gross weight of more than 5 tons and this information must also be simultaneously provided to neighbours.
8. The landowner must place signs at the entrance to the property warning traffic on Mulligans Flat Road of the hazard of large trucks are entering the road.
9. The landowner must obtain approval from Council using a separate Development Application for multiple trip usage of Mulligans Flat Road by heavy vehicles before commencing the proposed land use.
10. The Landowner must obtain Council approval to overnight park any trucks used for the proposed land use before commencing the proposed land use..
11. The landowner must erect an appropriate 2m high security fence around the site to prevent wildlife entering and being injured on the site.
12. The applicant must pay Council's costs of engaging a suitably qualified and experienced organizations to monitor traffic movements, pollution, dust and noise generated by the proposed business. The monitoring shall be all day and night for every day that consent is given for the proposed land use.

Neighbours must be provided with a monthly report on these parameters that includes the raw data collected.
13. The landowner must submit a fire hazardous materials plan to Council for approval before commencing the proposed land use.

Submission in relation to DA220274
Landscape materials supply business at 757 Mulligans Flat Road, Sutton, NSW

Attachment 2 Review of the Noise report

Overview

We believe that the SLR Consulting Noise Report is not a reliable assessment of the impact of noise that has been generated or that is likely to be generated by the proposed development.

Noise Receptors

The SLR Consulting Noise Report appears to ignore the other noise receptors that are located within less than 1,500 m of the proposed development site as shown in Figure 1.

There are about 20 noise receptor locations where people live, or work that are within 1,500m of the proposed development site that should be considered when assessing the impact of the noise from the proposed development. These are shown as yellow dots in Figure 1.

The occupants of most if not all of these noise sensitive locations have complained regularly to the landowner about the noise over the past 10 years of illegal operations.

However, only three of these locations (within the yellow box) are considered in SLR Report. This raises the following questions about the SLR Report:

Why did SLR consider only three noise sensitive locations?

Did SLR not bother to find out who has been affected by the noise in the past?

Did SLR Consulting bother to do a site visit before writing the report?

Noise Sources

There are two main sources of noise generated in the past and expected from the proposed development. These are:

- A. Continuous periods of noise due to movement of trucks and use of machinery including loaders and bobcats.
- B. Short duration high intensity noise due to dropping large landscaping

rocks onto the tray of a truck. The intensity of this noise is likely to exceed 200 dB.

Truck and machinery noise

The truck noise experienced over the past 10 years of illegal operations and what can be expected from this development is about 100 dB, well above the 80 dB used in SLR's Noise Report.

These are big trucks, some of the biggest trucks on the road weighing up to 50 tons that are pulling very heavy trailers on a narrow dirt road.

People and animals will find 100 dB of truck noise very disturbing. The 80 dB noise rating of heavy trucks may be reasonable on the highway, but not in this small valley when travelling on a rough dirt road.

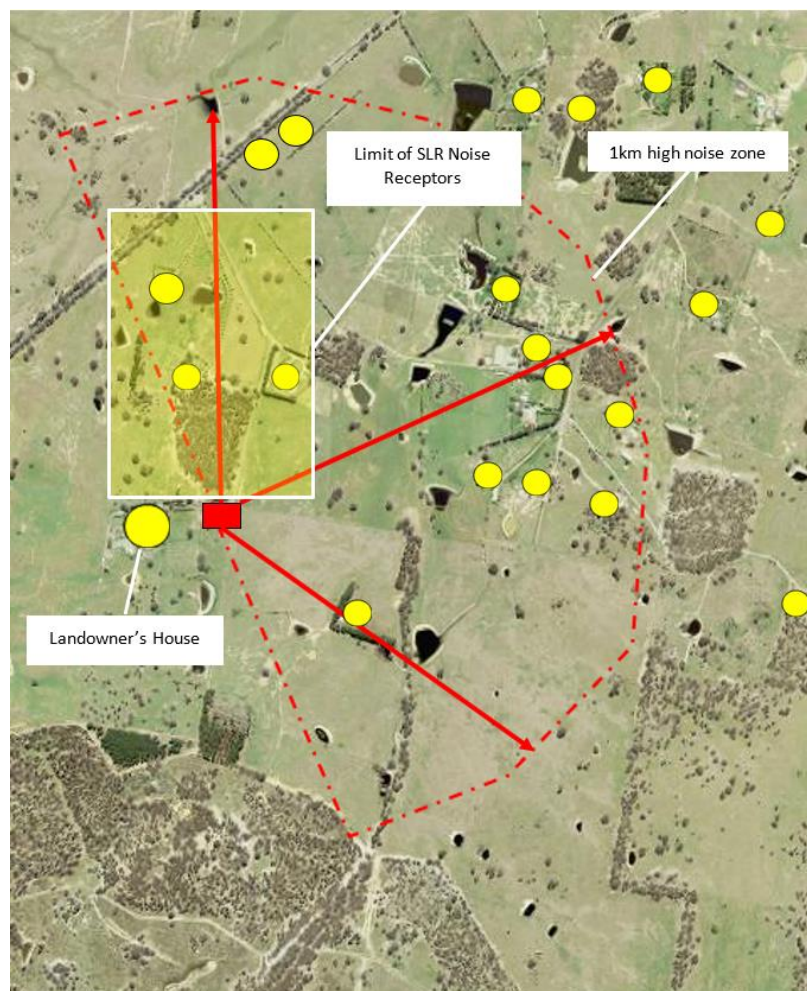


Figure 1 – 1 km noise zone and noise receptors

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Mulligans Flat Road traffic

SLR claims that there is a lot of similar traffic on Mulligans Flat Road so a few extra trucks won't be noticed.

Mulligans Flat Road was not designed for continuous large truck traffic. It makes no sense to add to the damage of the roads that will be caused by this additional traffic.

SLR ignores noise from dropping rocks.

This business has been and will continue to deal in large landscape rocks, some weighing in excess of 1,000 kg.

Large loaders are required to lift these rocks over the sides of the truck sides. The rocks are dropped from about 1 metre onto the steel floor of the truck tray.

The sound generated by these rocks when they are dropped onto the tray of the truck is about 200 dB, the same level of noise generated by nearby or overhead thunder.

Anyone within that 1km zone, may experience ear pain and is going to be startled by the noise.

Animals are frightened by such noises.

This is a serious safety issue for the riding school that is within the 1,000 m of the proposed development site. The riding school provides therapy through horse riding to disabled children. Any animal will be startled by the noise of the rocks crashing onto the back of the truck.

This is the reason why industrial estates are created, to avoid problems for neighbours and businesses that are noise sensitive.

Council should not approve this development application.

SLR's noise attenuation claim

The SLR report mentions that the noise is attenuated with distance so minimizing the effects on neighbours in a rural environment.

SLR is right about the fact that noise does get attenuated with distance, but SLR failed to consider how much attenuation occurs in the short distance to all the other noise sensitive areas.

The level of attenuation depends on atmospheric conditions and the frequency of the noise. On a standard day, 25C and 50% humidity and no inversion layer, a 1,000 Hz noise will attenuate at about 6 dB per 1,000 m.

That means A 200 dB noise will still be heard at about 194 dB 1,000 m from the source.

Pain is felt when noise exceeds about 130 dB. Noise above about 120 dB can cause immediate harm to the ears of humans. It will be far more damaging to animals with more sensitive hearing than humans.

A horse with a disabled child on its back is likely to jump or rear up with an intense 194 dBA noise.

SLRs traffic estimate

The stated number and size of trucks is not consistent with the operation of the business over the past 10 years.

Also, the noise assessment is based on a different traffic flow to that used in the Statement of Environmental Effects and does not take into account all the noise sources that include:

- Arriving and departing trucks
- Service vehicles including water and fuel.
- Staff vehicles
- Machinery including rock loaders and grinders.

We believe that SLR has ignored this other traffic to make it appear that noise is not an issue with this development. In other words, it has written the report to fit the requirement,

Reliability of the SLR report

SLR Consulting is an international company with expertise in acoustics. However, even the big companies make errors, and this report has many.

The stated Basis of Report is **".. data collected, which has been accepted in good faith as being accurate and valid"**. The use of unverified data is the first flaw in the report.

The other flaw in the report from Council's and neighbour's point of view is the statement that **"..this report may not be relied upon by other parties without written consent from SLR"**. It is accepted that the report cannot be relied upon and therefore should not be taken to be accurate.

The report is based on incorrect assumptions including:

- **"..plant would not operate continuously for lengthy periods..."** That is contrary to the way the plant was operated illegally over the past 10 years.
- **".. the loading/unloading and delivery truck activities would not operate concurrently."** That is what has been happening illegally over the past 10 years and presumably will be the pattern of operation if this development application is approved.

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- The intrusive level of 200 dBA explosive noise as shown in Table 5 does not reflect the actual intrusiveness of the noise and should not be taken into account.
- The 5 dBA allowance for “**.tonality, impulsiveness, irregularity or dominant low frequency content**” is unrealistic considering the intensity of the noise that has been produced illegally on the site over the past 10 years.

The RNP may consider “**one or two noise events per night, with a maximum internal noise level of 65 to 70 dBA are not likely to affect health and wellbeing significantly.**”, but that is not justification for a series of noise events that vastly exceed 100 dB.

Hours of operation

SLR states that the assumed hours of operation are 7am to 6pm Monday to Friday.

On what basis were those hours determined? Were the neighbours consulted?

7am is too early. Given the intensity of the noise generated, the hours of operation should be more like 11am to 2pm during weekdays and not at all on weekends or public holidays.

The SLR rationale

The residents in the area reject the rationale “**Therefore, when assessing the acceptability of the noise, the following rationale can be considered:**”. In particular:

- “**The noise is infrequent, generated during 2-3 times per day**”. That has not been the case in the past.

“**and would be very short-term in nature, ie occurring only when a truck traverses the driveway for approximately 140 seconds.**”.

How was that determined?

What speed was used to determine the 140 seconds?

What about the time spent manoeuvring and the time spent idling while being loaded or unloaded?

What about the explosive noise generated by loading rocks onto the trucks?

“**This means that the exposure time to the noise is relatively low and thus less likely to be considered offensive.**”.

That is highly subjective. The traffic assumption is incorrect.

Why not ask the neighbours what they think about the noise produced by the illegal operation over the past 10 years?

- “**The occupants of the residences are likely to be within the dwellings during the AM shoulder period.**”
Incorrect.

Did you ask the neighbours or make this assumption up to fit the need?

- “**Trucks on Mulligans Flat Road are common and audible at the affected receptors, thus the activity is not unusual for the area.**”.

While trucks on Mulligans Flat Road are common, many are operating without Council consent.

Is the landowner’s son planning to also operate his trucks illegally on Mulligans Flat Road?

- “**The magnitude of excess over the PNTL is negligible to minor.**”

That is subjective and based on incorrect data.

- “**The exceedances have been predicted for “noise enhancing” weather conditions which would not be a constant occurrence.**”.

Again, false data has been used to make this assumption.

- “**The ambient noise level commonly exceeds the PNTLs, as shown in Table 3., which means observers are unlikely to perceive the noise as intrusive.**”

This is subjective and a highly offensive statement.

Conclusion

We believe that the SLR noise report, while full of references to justify its conclusions is not based on reliable data or valid assumptions and should be ignored by Council.

Submission in relation to DA220274
Landscape materials supply business at 757 Mulligans Flat Road, Sutton, NSW

Attachment 3 - Statement of Environmental Effects

This statement contains many errors.

Part A. Context and setting

Does the proposal fit in with the locality? ☒ Yes
☐ No

There are no other activities like this in the immediate area. This type of land use is incompatible with rural residential land use.

we are proposing for an additional use, landscaping supply yard, there will no public access and only a maximum of two trucks running a maximum of 3 times a day. Due to the nature of the business it will have no impact at all on any adjoining neighbours. Most surrounding homes all have their own areas for storing rural materials anyways, including loaders and trucks

Neighbours have been complaining to the landowner about the noise, dust, visual pollution and hours of operation for about 10 years. No neighbours have 12 large truck movements per day. No neighbours are dealing in large landscaping rocks.

This is a highly arrogant and objectional statement.

Will the proposal impact on privacy on neighbouring dwellings? ☐ Yes
☒ No

It will. It has been a visual mess, source of dust and very disturbing noise 24/7 for the past 10 years or so of illegal operation.

The Landowner is presumably deaf.

please refer to the sita analysis page A03

The site overlooks neighbouring properties. It impacts on privacy.

It impacts on neighbour's privacy due to the high trucks that provide visibility over fences and shrubs.

Will the proposal result in an increase noise? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

If no, why is this? For example, use is for dwelling only.
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There will be a slight increase in vehicular noise however distances from residences are shown on the site analysis, and due to vegetation and distances the impact of the noise will be very minimal to non existent

It takes a thick skin and shows great disrespect to neighbours to make this statement after all the complaints that have been made to the landowner.

The claim of a "...slight increase in noise" is subjective and biased.

SLR noise report is also biased and based on false assumptions, it should not be viewed as an accurate indication of the noise disturbance to neighbours.

How? What changes will be made? For example, this could be a proposed vehicle kerb crossing with an existing one closed off.
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vehicle access to remain as existing

The applicant failed to mention that the existing dust and noise generating road will be used to generate more noise and dust.

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Part D. Waste and servicing

How will builders waste from construction be disposed of?

there is no construction proposed, just minor earthworks

There may not be any additional building construction, but the waste products are left to wash down the hill from the bare dirt, accumulate on the fence and slowly push the fence over.

Part E. Environmental impacts

How will on-site erosion be controlled?

please refer to page A05 for proposal of silt fence

The site already has several acres of bare dirt.

No attempt had been made over the past 10 years to control silt, dust or noise. A silt fence is not sufficient to stop erosion.

Does the proposal include removal of vegetation or native habitat? ☒ Yes
☐ No

Statement of Environmental Effects 2

If yes, how much of and what species is proposed to be removed?

there will just be a dirt road cleared in the fenced region, so no vegetation just grass etc

Grass the last time I checked the English dictionary, grasss falls under the category of vegetation.

Is the development considered to be environmentally sustainable? ☒ Yes
(A BASIX certificate must be provided where required) ☐ No

Please explain why/why not the proposal is considered to be environmentally sustainable

because the propasal is to add the use landscaping supplies storage, this is in a way already a use many rural properties do, just in this instance we are seeking the use change for commercial reasons

This is not true. No one in the area deals with large rocks. The answer should be that it is not an environmentally sustainable activity.

The type of activity on this land involves clearing all the vegetation and to keep it cleared so that goods may be stored on the bare ground and that trucks and machines can manoeuvre. Long term damage is being done to the land from keeping the area bare of grass or trees.

That bare ground is a source of dust and has no topsoil. It is irrelevant that the goods stored is landscaping material. Appropriate landscaping material is not spread over the area to care for the land.

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Part F. Natural Hazards
Is the site bushfire prone? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If yes, please provide a bushfire assessment with your development application through the NSW Planning Portal.

Another incorrect answer. The whole area is a bushfire zone.

Storage of combustible landscaping materials adds to the bushfire risk.

What is the number of employees?	1 full time and 2 part time
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What provision has been made for accommodation and sewerage treatment for the employees?

What are the proposed hours of operation?	Monday – Friday	7am - 5pm
	Saturday	8am - 5pm
	Sunday & Public Holidays	nil

Due to the noise, dust and general disturbance to the area, these hours are unacceptable to the neighbours.

The hours should be limited to 11am to 2pm Monday to Friday, not on weekends or public holidays.

If yes to the above, how often and what type of vehicle will be used?	TWICE WEEKLY WITH A TIPPER WITH ATTACHED TRAILER
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This is contrary to the previous statement about 2 trucks 3 times a day, a total of 12 movements per day.

Can the Applicant be trusted given the attempts to play down the obvious discrepancies in the application and impact on the neighbours?

These are large trucks and trailers that generates a lot of noise pollution and dust. This twice weekly movement is not what has happened in the past. It has been more like twice daily at any time of day or night 7 days a week.

Will there be any noise generated from the activity (E.g. machinery)? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes to the above, please describe the noise generating equipment and provide specifications including noise levels.
TRUCK AND DOG TRAVELLING AT 15KM PER HOUR 90 dBA FRONT END LOADER 85 dBA

Large trucks with trailers produce noise in excess of 100 dBA. Large loaders produce more than 85 dBA.

Rocks crashing on truck trays generate up to 200 dBA of noise.

The trucks travel at more like 30 kph. How will the speed limit of 15 kph be enforced?

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Proposed development

Proposed type of development	Home business Change of use
Description of development	The proposal is to add an additional use to the land for LANDSCAPING MATERIAL SUPPLIES so that a home business can be run. There will be no public access required.
Provide the proposed hours of operation	
Proposed to operate 24 hours on Monday	No
Monday	7:00 AM -
Proposed to operate 24 hours on Tuesday	No
Tuesday	7:00 AM -
Proposed to operate 24 hours on Wednesday	No
Wednesday	7:00 AM -
Proposed to operate 24 hours on Thursday	No
Thursday	7:00 AM -
Proposed to operate 24 hours on Friday	No
Friday	7:00 AM -
Proposed to operate 24 hours on Saturday	No
Saturday	8:00 AM -

Why are 30 car parking spaces required if there are no sales to the public and only 2 trucks per week and 1 employee?

The environmental impact statement said that a road was required, but the development application says:

Is a new road proposed?	No
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Section 4.15 Assessment

Summary of Application

Development Application No.	DA220274
Type of Development	Local Development
Development Site	Lot 2 DP 249946, 757 Mulligans Flat Road, Sutton
Description of Development	<p>The submitted application proposes a 'landscape material supplies' business and involves (as outlined in the supporting documentation)::</p> <ol style="list-style-type: none"> 1. The storage of rock which is then sold by wholesale to the consumer (stonemasons) through telephone and internet sales, with the stone then delivered to the customer's site. There are no sales to the general public as part of the business or from the site. 2. Parking/storage of the following equipment: <ul style="list-style-type: none"> - 2 x trucks - 3 x trailers - 2 x bobcats - 1 x front end loader <p>Additional clarification provided by the proponent indicates that the trucks are contracted out to civil contractors when not being used to move the rock product, and that this is the main source of their business income.</p> <p>There are also reference in the original application to the materials also including firewood and recycled concrete, however reference to this has not been made in later additional information.</p> <p>The submitted application is relying on characterisation as a 'landscape material supplies' for the purposes of the <i>Yass Valley Local Environmental Plan 2013</i>. However, an assessment has found that the proposed development is instead appropriately characterised as two separate land uses, being an innominate use and a 'truck depot'.</p>

Integrated Development

Legislation	Yes	N/A
Coal Mine Subsidence Compensation Act 2017 s 22	<input type="checkbox"/>	✓
Fisheries Management Act 1994 s 144, S201 S205. S219,	<input type="checkbox"/>	✓
Heritage Act 1977 s 58	<input type="checkbox"/>	✓
Mining Act 1992 ss 63, 64	<input type="checkbox"/>	✓
National Parks and Wildlife Act 1974 s 90	<input type="checkbox"/>	✓
Petroleum (Onshore) Act 1991 s 16	<input type="checkbox"/>	✓
Protection of the Environment Operations Act 1997 ss 43(a), 47 and 55, ss 43(b), 48 and 55, ss 43(d), 55 and 122	<input type="checkbox"/>	✓
Roads Act 1993 s 138	<input type="checkbox"/>	✓
Rural Fires Act 1997 s 100B	<input type="checkbox"/>	✓
Water Management Act 2000 ss 89, 90, 91	<input type="checkbox"/>	✓

Comments

The proposed development is not integrated development.

Section 4.15 – Matters for Consideration

Provisions of any environmental planning instrument

State Environmental Planning Policy (SEPP)	<p>Where a SEPP is applicable to the proposed development, is the development:</p> <ul style="list-style-type: none"> • Consistent with the aims and objectives of the instrument • Complies with development standards contained in the instrument • Satisfies the requirements of the instrument • Meets the relevant concurrence, consultation and/or referral requirements.
<p><u>Comment</u></p> <p>State Environmental Planning Policy (Resilience and Hazards) 2021</p> <p>The proposed development is not for a potentially hazardous or offensive development for the purposes of the requirements of the SEPP.</p> <p>There are known existing contamination risks or issues which would be incompatible with the proposed development. The land is considered suitable for the development without the need for any remediation measures.</p> <p>State Environmental Planning Policy (Biodiversity and Conservation) 2021</p> <p>The site is unlikely to contain core as koala habitat. The proposed development is not considered to have any significant adverse impact on koala habitat.</p>	
Local Environmental Plan (LEP)	<p>In considering the provisions of the Yass Valley Local Environmental Plan 2013 (YVLEP), is the proposed development:</p> <ul style="list-style-type: none"> • Consistent with the aims and objectives of the plan • Consistent with the aims and objectives of the land use zone • Permissible in the land use zone • Consistent with all relevant clauses within the LEP • Complies with development standards in the LEP.
<p><u>Comment</u></p> <p>The land is subject to the controls of the Yass Valley Local Environmental Plan (YV LEP) 2013 and is zoned RU1 Primary Production.</p>	
Clause 2.3 Zone and zone objectives	<p>The land is zoned RU1 Primary Production. As full assessment against the zone objectives has not been undertaken at this time due to the issues associated with permissibility/characterisation and the reasons for recommendation of refusal.</p>
Clause 2.3 Land Use Table	<p>The component of the proposed development involving the rocks (and potentially firewood and recycled concrete) is not appropriately characterised as a 'landscaping material supplies' (as proposed in the application) for the purposes of the YV LEP 2013, rather it is an innominate land use which is prohibited in the RU1 Primary Production zone, and Development Consent cannot be granted.</p> <p>Whilst the component of the proposed development involving the parking and storage of trucks can be characterised as a 'truck depot' for the purposes of the YV LEP 2013 and is permissible with consent in the RU1 Primary Production zone, the Development Application as presented intertwines both aspects of the proposal/business to the extent where it is not possible to decouple components and the application may not have sufficient details to enable an assessment.</p>

	Permissibility and characterisation are discussed in detail in the accompanying Council report.
Clause 2.6 Subdivision consent requirements	N/A
Clause 2.8 Temporary use of land	N/A
Clause 4.1 Minimum subdivision lot size	N/A
Clause 4.1B Subdivision using average lot sizes	N/A
Clause 4.1C Additional requirements for subdivision in certain rural zones	N/A
Clause 4.1D Minimum site areas for dual occupancies and multi dwelling housing in Zones R1, R2, R3 and RU5	N/A
Clause 4.2B Erection of dwelling houses and dual occupancies on land in certain rural and environment protection zones	N/A
Clause 4.3 Height of buildings	N/A
Clause 4.4 Floor space ratio	N/A
Clause 4.6 Exceptions to development standards	N/A
Clause 5.4 Controls relating to miscellaneous permissible uses	N/A
Clause 5.10 Heritage conservation	N/A
Clause 5.16 Subdivision of, or dwellings on, land in certain rural, residential or conservation zones	N/A
Clause 5.21 Flood planning	The subject land is not identified as flood prone.

Clause 6.1 Earthworks	It is understood that there are no earthworks proposed as the proposed development would utilise the existing disturbed area of the site.
Clause 6.2 (repealed)	(repealed)
Clause 6.3 Terrestrial biodiversity	<p>The subject lot and part of the access handle are identified as 'terrestrial biodiversity', the proposed development would utilise the existing disturbed area of the site.</p> <p>As full assessment has not been undertaken at this time due to the issues associated with permissibility/characterisation and the reasons for recommendation of refusal. It is noted that the proposed development is to be contained to the area of the site already disturbed, however a full assessment of all potential impacts has not been completed at this time.</p>
Clause 6.4 Groundwater vulnerability	N/A
Clause 6.5 Riparian land and watercourses	N/A
Clause 6.6 Salinity	N/A
Clause 6.7 Highly erodible soils	N/A
Clause 6.8 Essential services	As full assessment has not been undertaken at this time due to the issues associated with permissibility/characterisation and the reasons for recommendation of refusal, however, it is generally considered likely that all essential services could be provided for.
Clause 6.9 Development within a designated buffer area	N/A
Clause 6.10 Development on land intended to be acquired for Barton Highway duplication	N/A
Clause 6.12 Development on certain land in Gundaroo and Sutton in R2 Low Density Residential	N/A
Other relevant clause	N/A

Proposed environmental planning instrument that is or has been subject of public consultation and has been notified to the consent authority

Primary Matters	Specific Consideration
Draft Environmental Planning Instrument	<p>Where a draft environmental planning instrument is applicable to the proposed development, is the development:</p> <ul style="list-style-type: none"> • Consistent with the aims and objectives of the draft instrument • Complies with development standards contained in the draft instrument • Satisfies the requirements of the draft instrument • Meets the relevant concurrence, consultation or referral requirements to address the provisions of the draft instrument
<p><u>Comment</u></p> <p>Nil applicant to the proposal.</p>	

Any development control plan

Primary Matters	Specific Consideration
Development Control Plan (DCP)	<p>Where a DCP is applicable to the proposed development, is the development:</p> <ul style="list-style-type: none"> • Consistent with the aims and objectives of the plan • Satisfies the requirements of the DCP
<p><u>Comment</u></p> <p>Nil applicable to the proposal.</p>	
Contributions Plans	<p>Are contributions under the Yass Valley Developer Contribution Plan 2018 and/or the Yass Valley Heavy Haulage Contribution Plan 2021 applicable to the proposed development?</p>
<p><u>Comment</u></p> <p>Where the cost of undertaking the proposed development exceeds \$100,000, a development contribution in accordance with the Yass Valley Developer Contribution Plan 2018 would be applicable.</p> <p>Any development involving heavy vehicle movements may be subject to heavy haulage contributions in accordance with Council's Heavy Haulage Development Contribution Plan 2021. Further understanding of just the 'truck depot' component of the proposed development would be required to determine whether a heavy haulage contribution would be applicable to that part of the development.</p>	

Planning agreement entered into or a developer has offered to enter into under s7.4 of the Act

Primary Matters	Specific Consideration
Planning Agreement or Draft Planning Agreement	Details of Agreement

Comment

Nil applicable to the proposal.

Prescribed Matters – Environmental Planning and Assessment Regulation

Primary Matters	Specific Consideration
Environmental Planning and Assessment Regulation 2021	<p>The following matters under the <i>Environmental Planning and Assessment Regulation 2021</i> have been considered:</p> <ul style="list-style-type: none"> • complies with AS 2601 when demolition is involved • complies with the Category 1 fire safety provisions if a change of building use is involved • has provision for compliance with the Building Code of Australia as amended if an building upgrade required • has been accompanied by a compliant BASIX certificate where the development is BASIX affected.
<u>Comment</u>	Nil applicable to the proposal.

Likely impacts of the development including environmental impacts on both the natural and built environments, and social and economic impacts in the locality

Primary Matters	Specific Consideration
Context and setting	<p><u>Context</u></p> <p>Compatibility of the development with:</p> <ul style="list-style-type: none"> • scenic qualities and features of the landscape • character and amenity of the locality and streetscape • scale (bulk, height, mass) form, character, density and design of development in the locality • previous existing land uses and activities in the locality <p><u>Setting</u></p> <p>Impact of the development on adjacent properties in terms of:</p> <ul style="list-style-type: none"> • the relationship and compatibility of adjacent land uses • sunlight access (overshadowing) • visual and acoustic privacy • views and vistas • edge conditions such as boundary treatments and fencing
<u>Comment</u>	A full assessment of these impacts has not been undertaken at this time due to the issues associated with permissibility/characterisation and the reasons for recommendation of refusal.

Access, transport and traffic	<p>Consideration of access, transport and traffic and the proposed development:</p> <ul style="list-style-type: none"> • The existing road network is capable of supporting the proposed development • The proposed development complies with Council's Roads Standards Policy • The volume of traffic generated as a result of the proposed development is unlikely to exceed the capacity of the local and arterial road network • Public transport is available • A traffic management study was either not required to support the proposed development or was submitted and was considered satisfactory • An adequate number of vehicle parking spaces have been provided • On site car parking has provisions for compliance with relevant standards • The proposed or existing location of vehicular access to the site is considered satisfactory
<p><u>Comment</u></p> <p>A full assessment of these impacts has not been undertaken at this time due to the issues associated with permissibility/characterisation and the reasons for recommendation of refusal.</p>	
Utilities	<p>Consideration of utilities and the proposed development:</p> <ul style="list-style-type: none"> • Utilities are either existing and capable of supporting the proposed development or capable of being extended to service the site • Where onsite sewage management is proposed it has been accompanied by a report prepared by an appropriate consultant demonstrating the suitability of the site for on-site effluent disposal
<p><u>Comment</u></p> <p>A full assessment of these impacts has not been undertaken at this time due to the issues associated with permissibility/characterisation and the reasons for recommendation of refusal, however, it is considered unlikely that the proposed development would have any significant impact on utilities.</p>	
Heritage	<p>Impact of the proposed development on heritage significance of the site, adjacent properties and/or a heritage conservation area:</p> <ul style="list-style-type: none"> • Consideration of impact on items, landscapes, areas, places, relics and practices • Consideration of the historic, scientific, social, aesthetic, cultural, archaeological (both Aboriginal and non-Aboriginal) values of the site
<p><u>Comment</u></p> <p>A full assessment of these impacts has not been undertaken at this time due to the issues associated with permissibility/characterisation and the reasons for recommendation of refusal, however, the site does not contain a heritage item, is not in a heritage conservation area, and it is proposing to utilise an existing disturbed area of the site.</p>	
Water	<p>Impact of the proposed development on conservation of water:</p> <ul style="list-style-type: none"> • water supply sources • treatment, reuse and disposal of waste water and runoff • drainage, flow regimes, flooding on-site, up and downstream and in the catchment flood plain • groundwater tables
<p><u>Comment</u></p>	

A full assessment of these impacts has not been undertaken at this time due to the issues associated with permissibility/characterisation and the reasons for recommendation of refusal.	
Soils	<p>Impact of the development on soils:</p> <ul style="list-style-type: none"> • soil qualities - erodibility, permeability, expansion/contraction, fertility/productivity, salinity, sodicity, acidity, contaminants • instability - subsidence, slip, mass movement • the movement, formation, use and management of soils • soil erosion and degradation • remediation of contaminated soils
<p><u>Comment</u></p> <p>A full assessment of these impacts has not been undertaken at this time due to the issues associated with permissibility/characterisation and the reasons for recommendation of refusal.</p>	
Air and Microclimate	Impact of the development on air quality and microclimatic conditions in terms of emissions of dust, particulates, odours, fumes, gases and pollutants.
<p><u>Comment</u></p> <p>A full assessment of these impacts has not been undertaken at this time due to the issues associated with permissibility/characterisation and the reasons for recommendation of refusal.</p>	
Flora and Fauna	<p>Impact of the proposed development on:</p> <ul style="list-style-type: none"> • wilderness areas and national parks • wildlife corridors and remnant vegetation • the relationship of vegetation to soil erosion/stability and the water cycle • weeds, feral animal activity, vermin and disease <p>Outcomes of an assessment under the <i>Biodiversity Conservation Act 2016</i> considers:</p> <ul style="list-style-type: none"> • whether the development will result in serious and irreversible impacts • whether a BDAR is required • where a BDAR is required, whether it is considered satisfactory
<p><u>Comment</u></p> <p>A full assessment of these impacts has not been undertaken at this time due to the issues associated with permissibility/characterisation and the reasons for recommendation of refusal.</p>	
Waste	<p>Impact of the proposed development on waste:</p> <ul style="list-style-type: none"> • solid, liquid and gaseous wastes and litter • the generation, collection, storage and disposal of waste
<p><u>Comment</u></p> <p>A full assessment of these impacts has not been undertaken at this time due to the issues associated with permissibility/characterisation and the reasons for recommendation of refusal.</p>	

Energy	<p>Impact of the proposed development on energy:</p> <ul style="list-style-type: none"> the overall energy needs of the development the measures employed to save energy - passive design, solar lighting and heating, natural ventilation, shading elements, insulation, high thermal mass building materials, energy efficient appliances and machinery the use of renewable and non-polluting energy sources? energy needs in producing building/structural materials? energy use by-products and waste <p>Where relevant the development also complies with the Building Sustainability Index (BASIX).</p>
<p><u>Comment</u></p> <p>A full assessment of these impacts has not been undertaken at this time due to the issues associated with permissibility/characterisation and the reasons for recommendation of refusal.</p>	
Noise and Vibration	<p>Whether the development has potential to generate noise pollution or vibration including during construction and potential impacts.</p>
<p><u>Comment</u></p> <p>A full assessment of these impacts has not been undertaken at this time due to the issues associated with permissibility/characterisation and the reasons for recommendation of refusal.</p>	
Natural Hazards - Geological	<p>Risks to people, property and the physical environment as a result of geologic/soil instability - subsidence, slip, mass movement has been considered.</p>
<p><u>Comment</u></p> <p>A full assessment of these impacts has not been undertaken at this time due to the issues associated with permissibility/characterisation and the reasons for recommendation of refusal.</p>	
Natural Hazards - Flooding	<p>Where the development is located on land identified as flood affected:</p> <ul style="list-style-type: none"> Compliance with the relevant Flood Risk Management Plan in accordance with the information submitted with the application or The addition of conditions which require compliance with the relevant Flood Risk Management Plan or the Building Code of Australia.
<p><u>Comment</u></p> <p>The subject land is not identified as being flood prone.</p>	
Natural Hazards - Bushfire	<p>Where the development is located on land identified as bushfire prone:</p> <ul style="list-style-type: none"> Compliance with Planning for Bushfire Protection 2019 (however in accordance with s.8.3.2 of <i>Planning for Bushfire Protection 2019</i> there are no bushfire protection requirements for <u>class 10a buildings located more than 6 metres from a dwelling</u> in bushfire prone areas); or If it is integrated development it has been referred to the RFS in accordance with s100B Rural Fires Act 1997.
<p><u>Comment</u></p>	

A full assessment of these impacts has not been undertaken at this time due to the issues associated with permissibility/characterisation and the reasons for recommendation of refusal.	
Technological Hazards	<p>Does the development present risks from:</p> <ul style="list-style-type: none"> • industrial and technological hazards • land contamination and remediation <p>Where potential land contamination has been identified an assessment must be provided determining whether the:</p> <ul style="list-style-type: none"> • The contamination is likely to be low and does not warrant remediation as the proposed land use is not sensitive, or • The land is not contaminated, or • The land is contaminated and remediation is proposed prior to the proposed use
<p><u>Comment</u></p> <p>A full assessment of these impacts has not been undertaken at this time due to the issues associated with permissibility/characterisation and the reasons for recommendation of refusal.</p>	
Safety, Security and Crime Prevention	The assessment must determine whether adequate measures are included to address the potential for accident / injury and criminal activity.
<p><u>Comment</u></p> <p>A full assessment of these impacts has not been undertaken at this time due to the issues associated with permissibility/characterisation and the reasons for recommendation of refusal.</p>	
Social impact in the locality	<p>Whether the development is likely to have social benefits in the locality in terms of:</p> <ul style="list-style-type: none"> • community facilities and links • the interaction between the new development and the community
<p><u>Comment</u></p> <p>A full assessment of these impacts has not been undertaken at this time due to the issues associated with permissibility/characterisation and the reasons for recommendation of refusal.</p>	
Economic impact in the locality	<p>Whether the development is likely to have economic benefits in terms of:</p> <ul style="list-style-type: none"> • employment generation • economic income • generating benefits for existing and future businesses
<p><u>Comment</u></p> <p>A full assessment of these impacts has not been undertaken at this time due to the issues associated with permissibility/characterisation and the reasons for recommendation of refusal.</p>	
Site and internal design	<p>The development is generally sensitive to environmental conditions and site attributes including:</p> <ul style="list-style-type: none"> • the size, shape and design of allotments, easements and roads • the proportion of the site covered by buildings • the positioning of buildings • the size (bulk, height, mass), form, appearance and design of buildings

	<ul style="list-style-type: none"> the amount, location, design, use and management of private and communal open space landscaping <p>The development is unlikely to affect the health and safety of the occupants in terms of:</p> <ul style="list-style-type: none"> inadequate lighting, ventilation and insulation inadequate building fire risk prevention and suppression inappropriate building materials and finishes inappropriate common wall structure and design lack of access and facilities for the disabled
<p>Comment</p> <p>A full assessment of these impacts has not been undertaken at this time due to the issues associated with permissibility/characterisation and the reasons for recommendation of refusal.</p>	
Construction	<ul style="list-style-type: none"> The proposed development has provision for compliance with the Building Code of Australia (as amended) and relevant Australian standards The impacts of construction activities can be managed and suitable conditions have been included in the development consent.
<p>Comment</p> <p>There is no construction work proposed.</p>	

The suitability of the site for the development

Primary Matters	Specific Consideration
Compatibility with existing development in the locality	<p>The proposal is compatible with existing development in the locality as:</p> <ul style="list-style-type: none"> Utilities and services available to the site are adequate for the development The development will not lead to unmanageable transport demands Transport facilities are adequate in the area The locality contains adequate recreational opportunities and public spaces to meet the needs of the development The air quality and microclimate are appropriate for the development No hazardous land uses or activities nearby Ambient noise levels are suitable for the development The site is not critical to the water cycle in the catchment The proposal is compatible with the existing built environment
<p>Comment</p> <p>A full assessment of the compatibility with the existing development in the locality has not been undertaken at this time due to the issues associated with permissibility/characterisation and the reasons for recommendation of refusal.</p>	
Site conduciveness to the development	<p>The subject site is conducive with the proposed development as :</p> <ul style="list-style-type: none"> The site is suitable for the proposed development The site is either not subject to natural hazards including flooding, tidal inundation, subsidence, slip, mass movement, and bushfires or where it is these risks have been adequately managed The slope of the land is suitable for the proposed development

	<ul style="list-style-type: none"> • The proposal is compatible with conserving the heritage significance of the site • The soil characteristics on the site is appropriate for development (Saline / Sodic / Acidic) • The development is compatible with protecting any critical habitats or threatened species, populations, ecological communities on the site • The site is not prime agricultural land and the development will not unduly prejudice future agricultural production • The development will not unduly prejudice the future use of the site • Cut and fill is a suitable development option for the site
<p>Comment</p> <p>A full assessment for site conduciveness has not been undertaken at this time due to the issues associated with permissibility/characterisation and the reasons for recommendation of refusal.</p>	

Any submissions made in accordance with this Act of the regulations

Primary Matters	Specific Consideration
Public Submissions	Community consultation was undertaken in accordance with Council's Community Engagement Strategy. Where submissions have been received, the issues raised have been considered and are summarised in the comments below.
<p>Comment</p> <p>Public exhibition included notice 12 adjoining and nearby landowners and there were eight submissions received. One of the submissions was in support of the proposal, whilst the remaining seven raised objections. One of the submissions included 22 signatures attached.</p> <p>A full assessment for the public has not been undertaken at this time due to the issues associated with permissibility/characterisation and the reasons for recommendation of refusal, however, key issues raised in the submissions are included in the discussion in the report to Council.</p>	
Submissions from Public Authorities	Where relevant submissions received from Government or Public Authorities have been considered with any issues raised being resolved, addressed by conditions of consent/general terms of approval or are considered not relevant to the development
<p>Comment</p> <p>There were no submissions sought or received from public authorities.</p>	

The public interest

Primary Matters	Specific Consideration
Government (Federal, State and Local) and Community Interests	<p>Government and community interests have been considered and are satisfied as:</p> <ul style="list-style-type: none"> • The proposed development complies with the Council Policies identified as applicable in the <u>schedule below</u>. Where a variation to this policy has been supported details have been included in the comments. • The proposed development is generally consistent with any relevant planning studies and strategies

	<ul style="list-style-type: none">• Covenants not imposed by council have been set aside for the purpose of this assessment• The proposal generally complies with all other covenants, easements, restrictions and agreements that have an bearing on the proposal• Issues raised in public meetings and inquiries have been considered. Where relevant more detail has been provided under the heading public submissions.• It is unlikely that the development will have a detrimental effect on the health and safety of the public		
<u>Comment</u>			
A full assessment has not been undertaken at this time due to the issues associated with permissibility/characterisation and the reasons for recommendation of refusal.			
Council Policies	Policy	Code	Applicable
	Building Line – Rural and Residential Land	DA-POL-8	No
	Building Line – Urban	DA-POL-4	No
	Building Over Sewer Mains	SEW-POL-1	No
	Development Assessment and Decision Making	DA-POL-18	Yes
	Filling Policy	DA-CP-22	No
	Holiday Cabins – Micalong Creek Subdivision	DA-POL-3	No
	Kerb and Gutter Construction	ENG-POL-4	No
	Non-Urban Fencing	DA-POL-12	No
	Off-Street Car Parking	ENG-POL-8	No
	Provision of Electricity Supply and Telecommunications Service for Subdivisions	DA-POL-17	No
	Road Naming	RD-POL-6	No
	Road Standards	RD-POL-9	Yes
	Temporary Accommodation	DA-POL-2	No
	Truck and Transport Depots in Rural Areas	DA-POL-11	Yes
Water Supply in Rural Areas and Villages	WS-POL-2	No	
<u>Comment</u>			
Development Assessment and Decision Making DA-POL-18			
The Development Application is required to be reported to a meeting of Council for determination due to the number of submissions that were received.			
Road Standards Policy RD-POL-9			

A full assessment of the access has not been undertaken at this time due to the issues associated with permissibility/characterisation and the reasons for recommendation of refusal.

Truck and Transport Depots in Rural Areas DA-POL-11

A full assessment against the policy has not been undertaken at this time due to the issues associated with permissibility/characterisation and the reasons for recommendation of refusal. The Development Application as presented intertwines both components to the extent where it is not possible to decouple the components of just the truck depot component and complete a full assessment in accordance with the Policy.



yass valley council
the country the people

Yass Valley Council
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YASS NSW 2582
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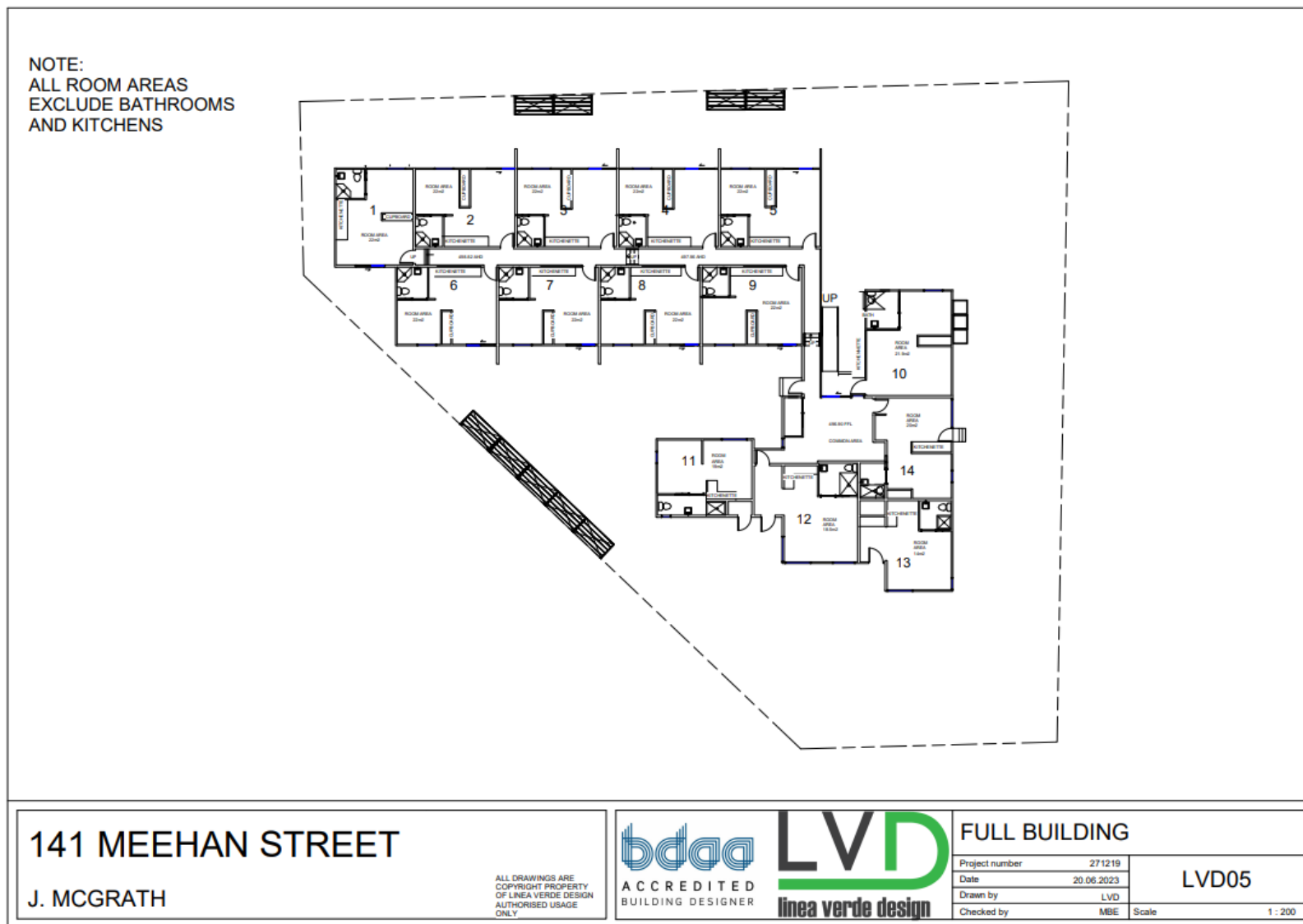
Drawn By: Jeremy Kites

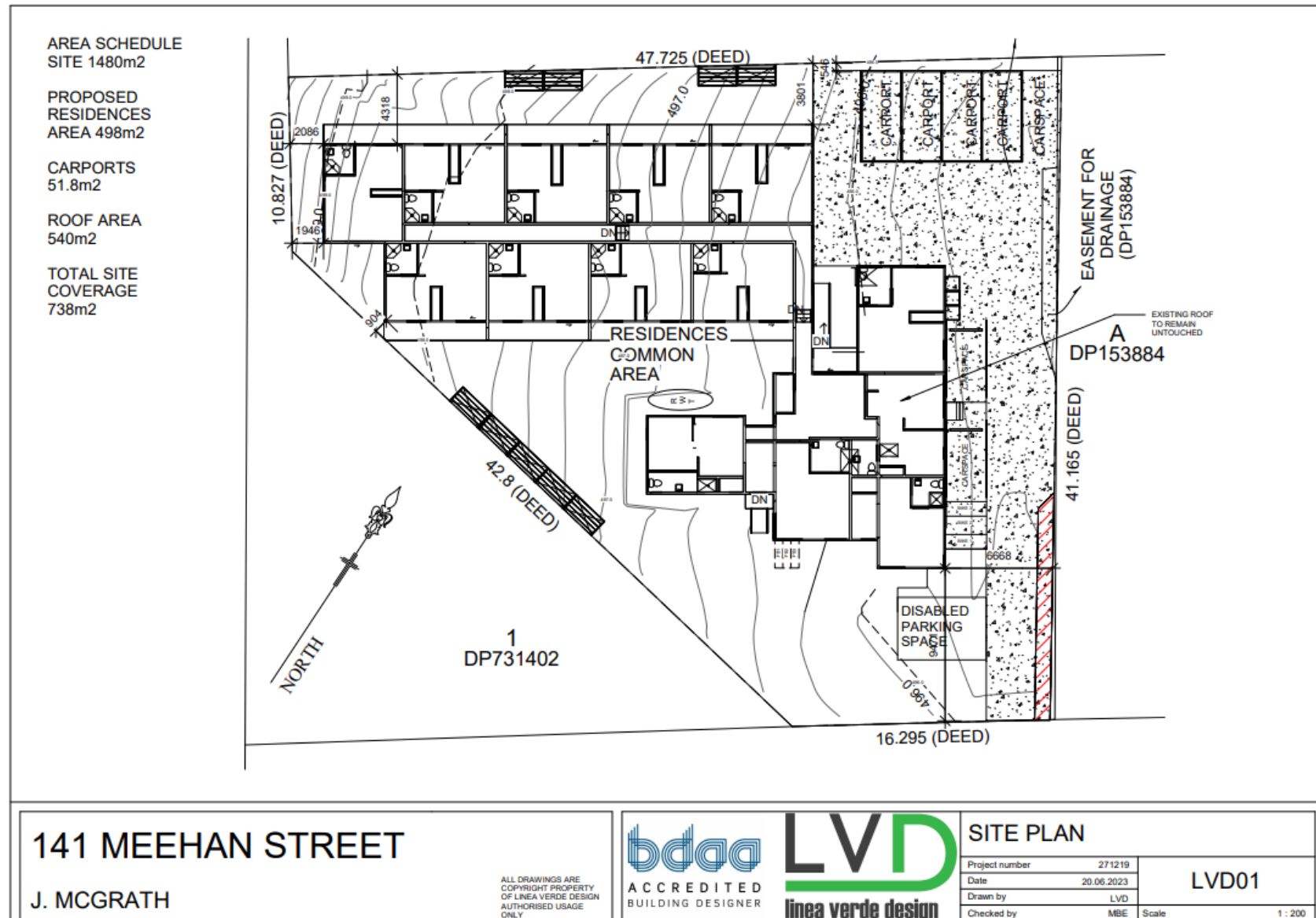
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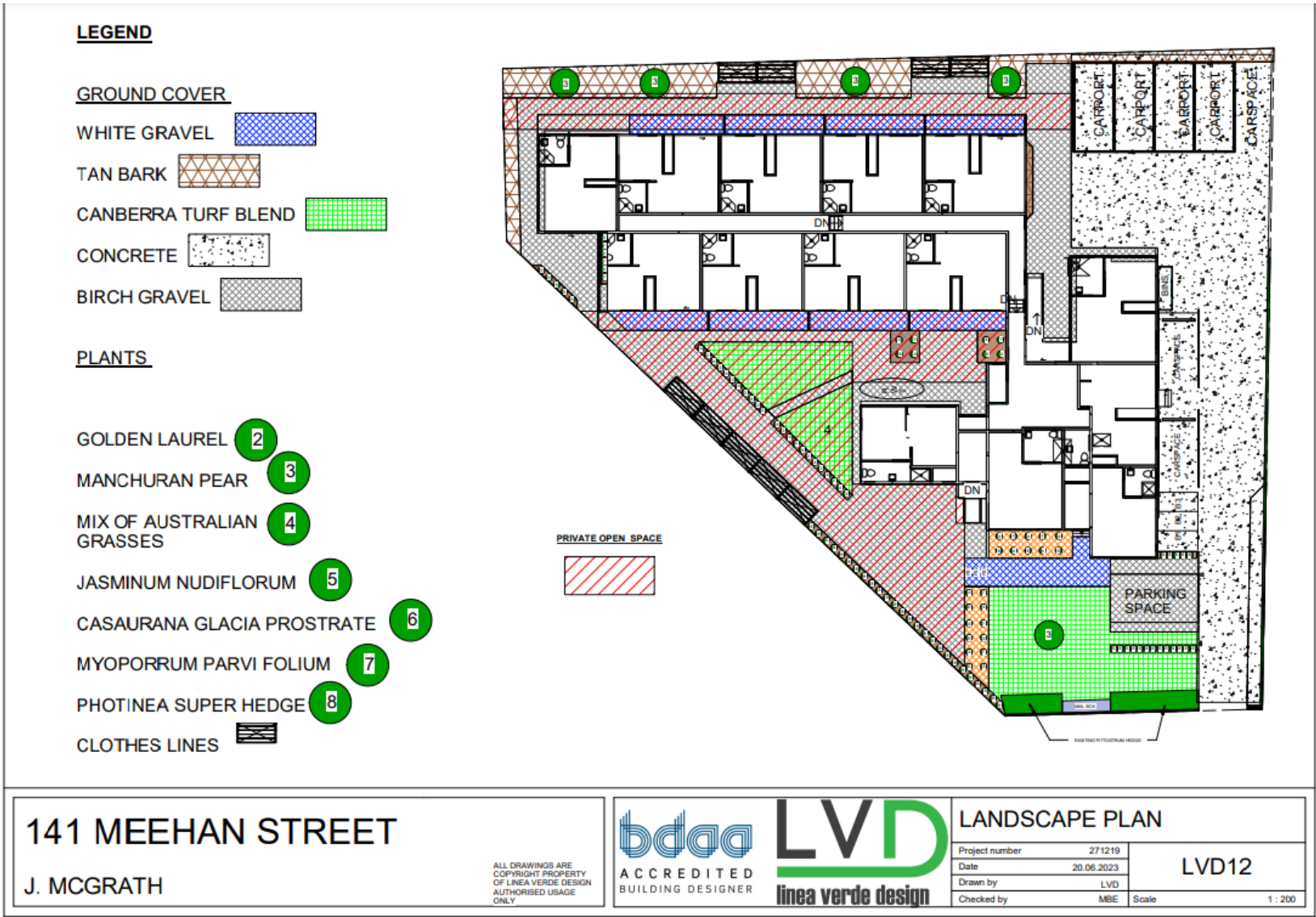
Date: 14/09/2023 11:49 AM

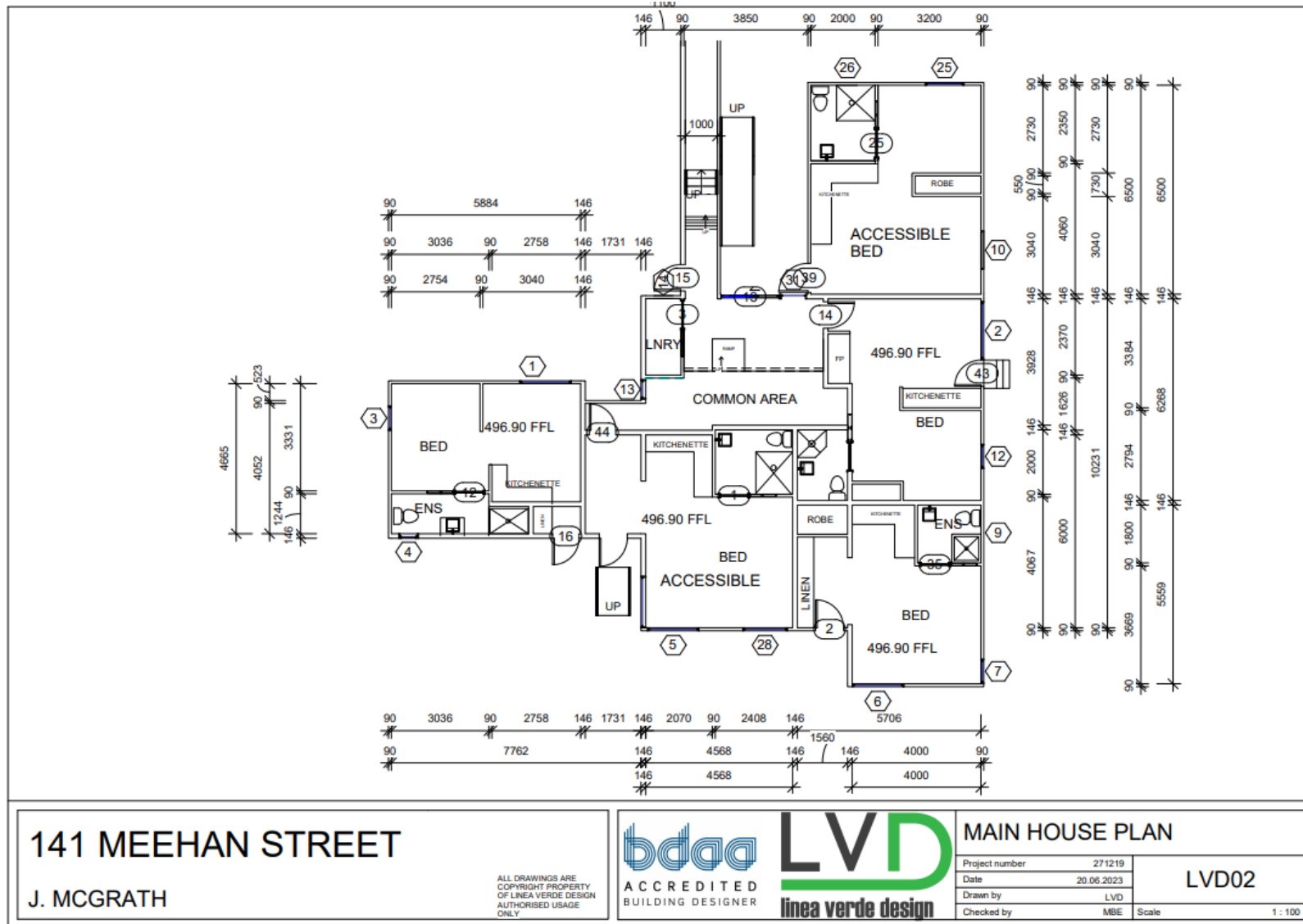
Locality Plan

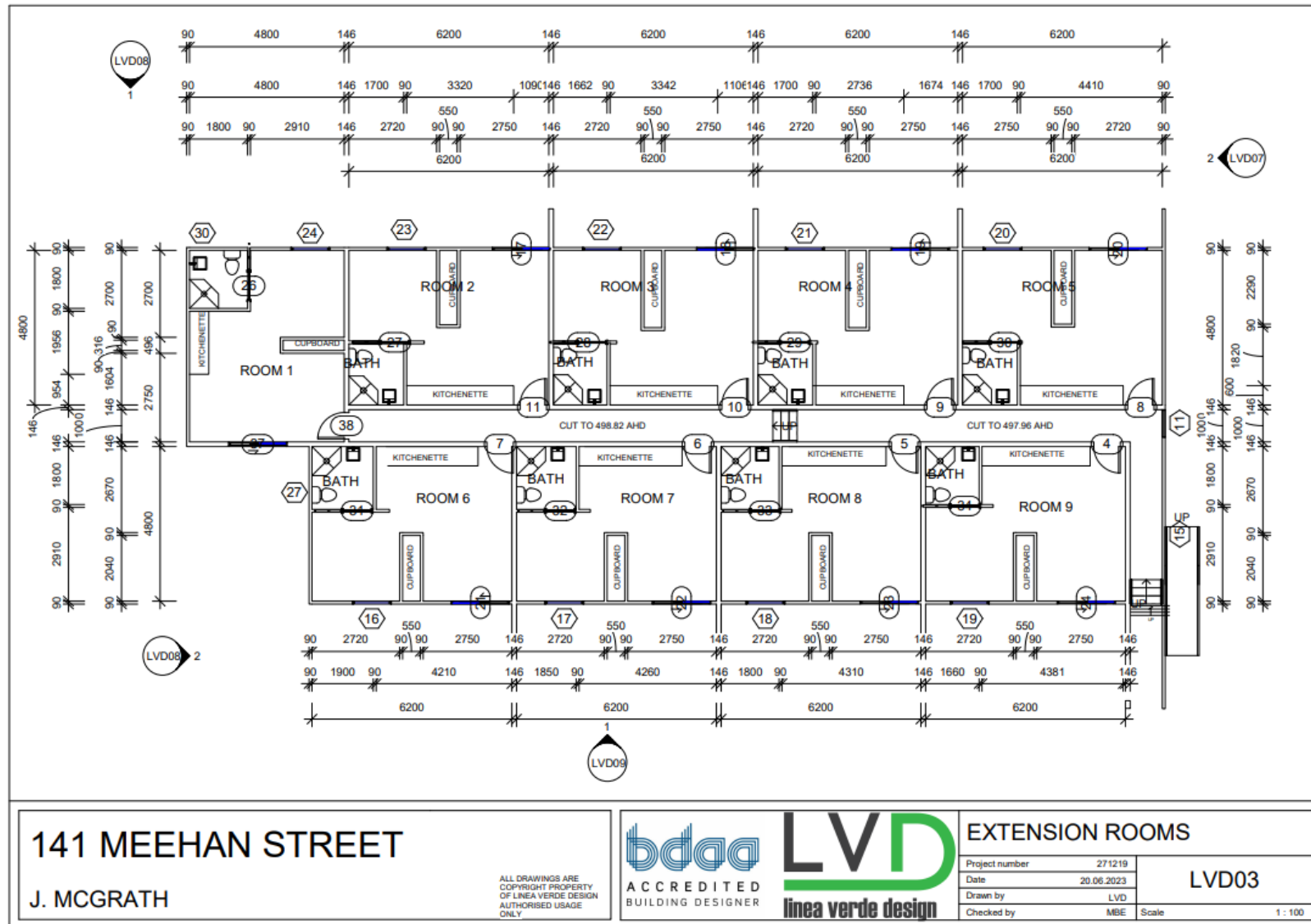
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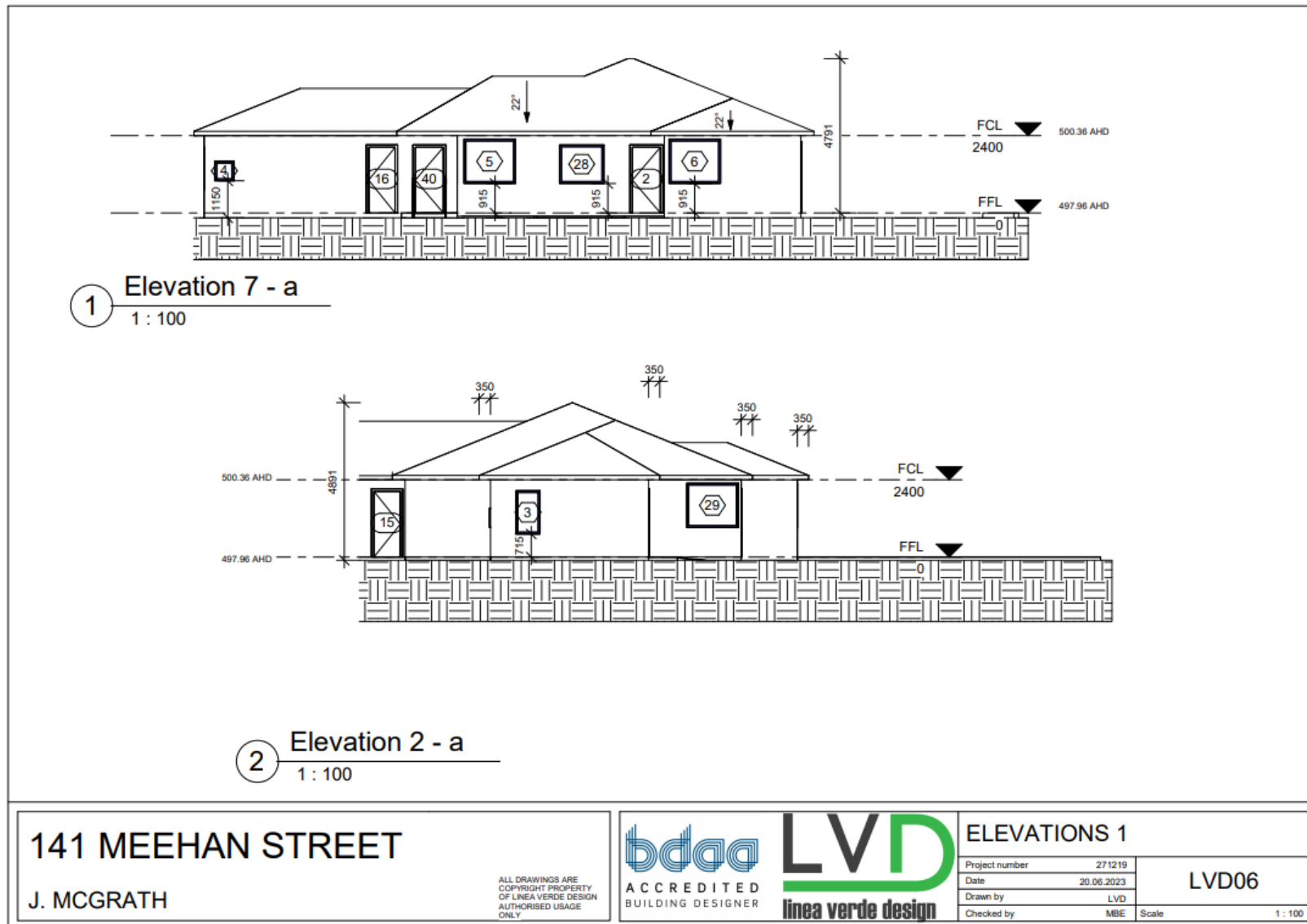


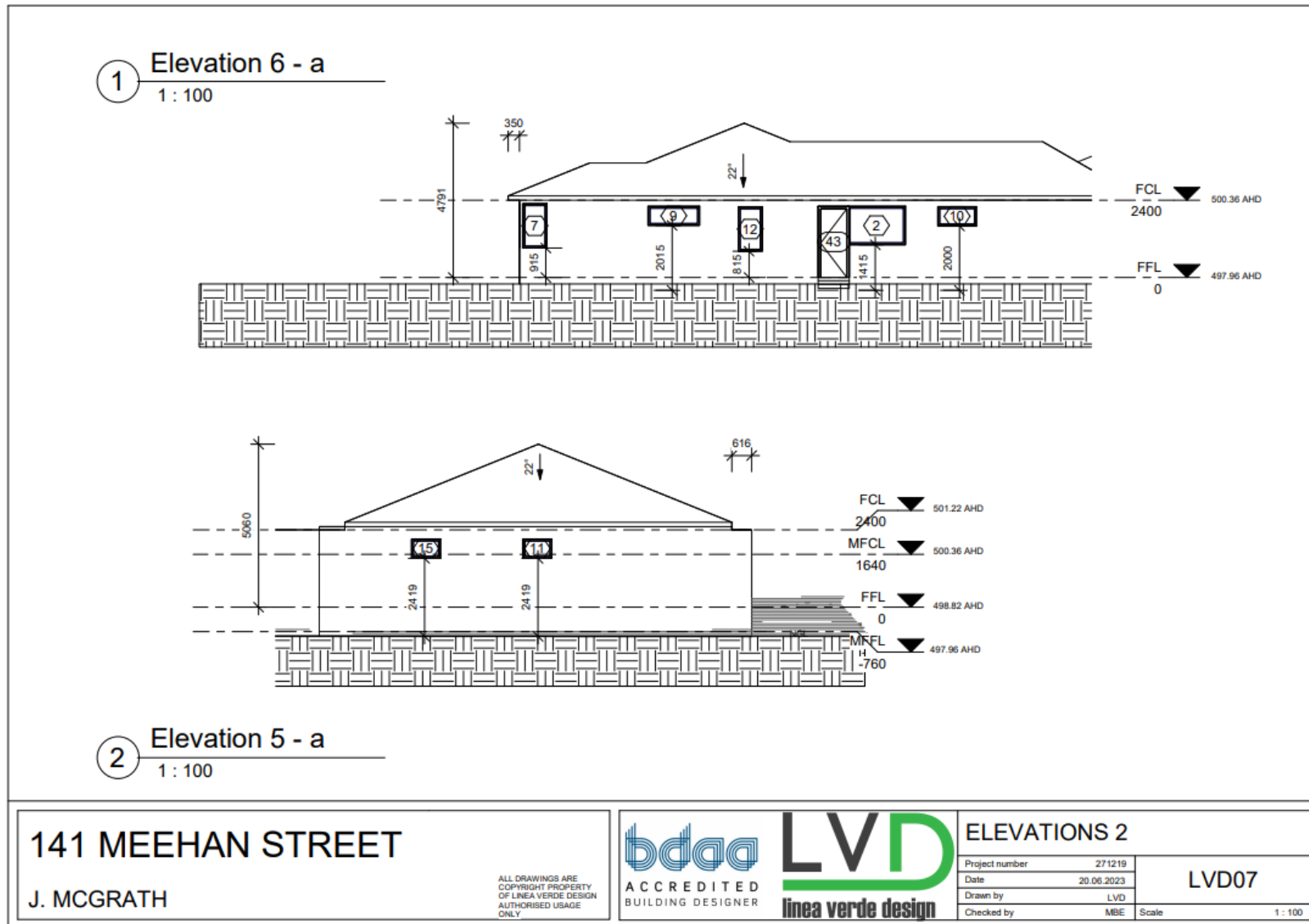


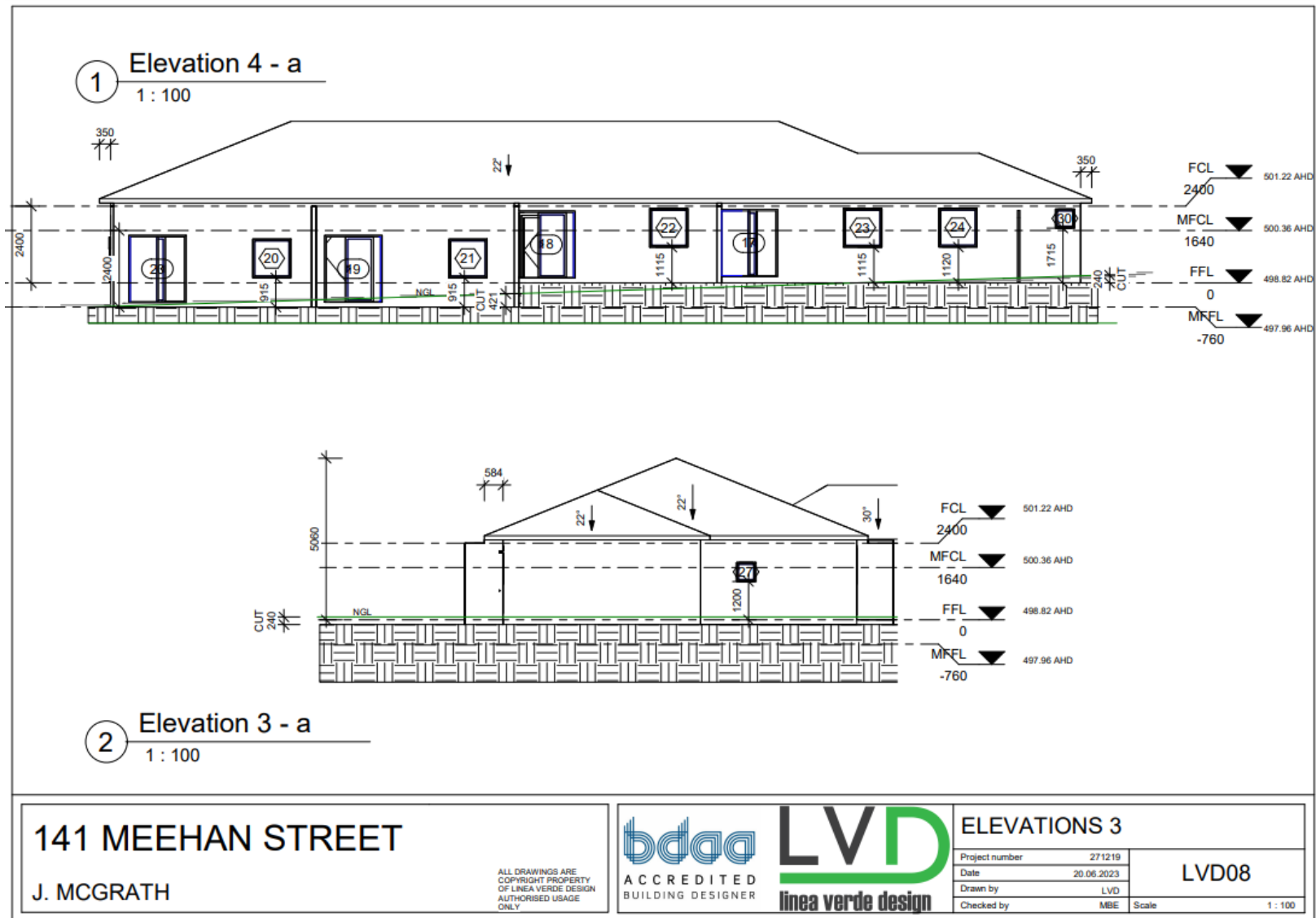


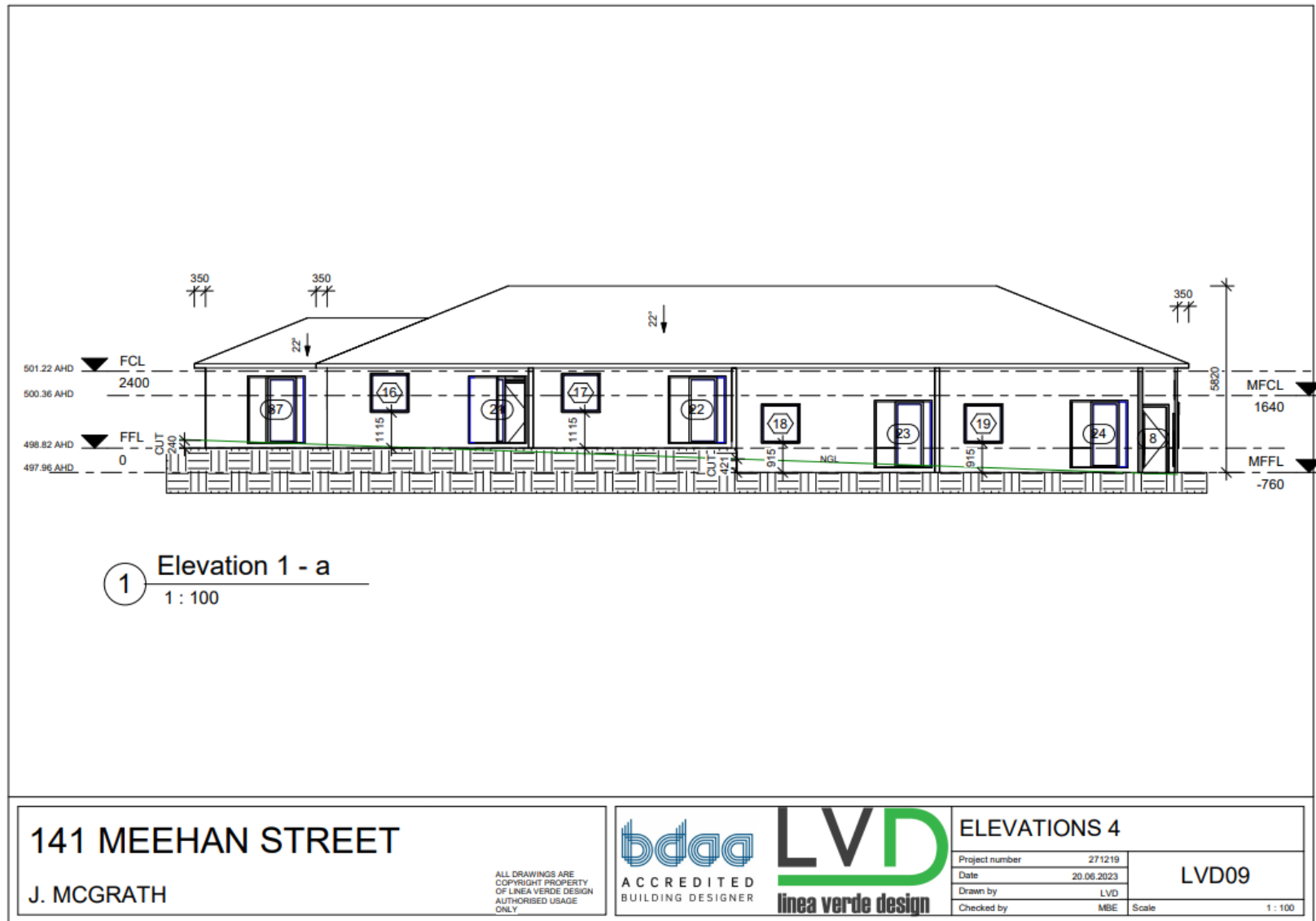












From: [Yass Valley Council](#)
Sent: Sunday, 19 September 2021 7:03 PM
To: [YVC Customer Service Team](#)
Subject: Public Consultation online submission [#311]

[EXTERNAL] Please exercise caution when clicking on links or attachments from external sources.

Name *	[REDACTED]
Address *	 [REDACTED]
Email *	[REDACTED]
Phone Number *	[REDACTED]
What item are you making a submission on? *	DA210165- 141 Meehan Street

Submission *

To whom this may concern,

[REDACTED] do hereby strongly object to the proposal of the 15 room Boarding House as proposed on property LOT B DP 153884- 141 Meehan Street, Yass.

[REDACTED] our objections include, but are not limited to:

- * excess noise coming from the units at various times,
 - * Parking issues once the 8 carparks are full- where are they going to park then?
 - * Loss of sunlight to [REDACTED]
- but especially if the units are going to be 2 levels;
* then privacy for [REDACTED] are our greatest concerns, with the new property able to see [REDACTED]

We are really concerned that we were not given the common courtesy of being informed of this application submission until a week ago from a reliable and anonymous source. We find this very disappointing and hardly appropriate.

We would really appreciate your time to reconsider our notice of objection to this submission, please.

Thank you

[REDACTED]

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<http://www.mailguard.com.au/mg>

From: [REDACTED]
Sent: Monday, 20 September 2021 3:49 PM
To: [YVC Customer Service Team](#)
Subject: Fwd: Objection to 141 Meehan St DA

[EXTERNAL] Please exercise caution when clicking on links or attachments from external sources.

Reg>

OBJECTION TO DEVELOPMENT PROPOSAL

Submission on Proposed Boarding House development at 141 Meehan St Yass.

Firstly I am concerned that [REDACTED] I have not been notified of this development. I seek an explanation from Council when answering this objection as to why I have been kept in the dark.

As there are kitchenettes installed, a boarding house is a loose term for a block flats / units. As each of the 15 units has the capacity for an independent person or persons to live in they will certainly require transport.

My initial objection to the proposal is that all developments should have enough parking on site so as not adversely affect the surrounding neighbours or neighbourhood.. This has been a requirement for decades and Council certainly have been proactive in enforcing on site parking on development in Yass.

To allow this development with the current parking allocation is a deviation from previous standards and sets a precedent for others to follow.

My understanding is that Council's use a formula when working out car parking so I request further information as to why there are only 6 parking spaces and as to what is the rationale.

I also note that 6 parking spaces are noted on application but only 5 appear on the plan provided.

As Council has been secretive on this matter by not advertiseing DA's in the local press and in not notifying the surrounding owners I reserve the right to further my complaint when my current questions have been answered and I have had more time to digest the whole DA.

Yours Sincerely

[REDACTED]

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<http://www.mailguard.com.au/mg>

From: [REDACTED]
Sent: Monday, 20 September 2021 8:55 PM
To: [YVC Customer Service Team](#)
Subject: Objection to Development Proposal DA 21065 RE BOARDING HOUSE

[EXTERNAL] Please exercise caution when clicking on links or attachments from external sources.

OBJECTION TO DA 21065 DEVELOPMENT PROPOSAL.

- SUBMISSION ON PROPOSED BOARDING HOUSE DEVELOPMENT AT 141 MEEHAN STREET, YASS .

[REDACTED] I learnt fully of the development today through verbal comments from residents close to the proposed development.. I would have thought [REDACTED] would have merited notification as with other developments nearby in Meehan St. (114 Meehan street, the Ambulance Station) I would appreciate knowing how those that qualify for notification, are determined. It was disappointing to hear of this proposal verbally and with such a short time to comment.

I find the matter of adequate parking associated with the occupancy of the boarding house worrying. Will it lead to increased on street parking to a frustrating (and even dangerous*) level

Listed are 8 parking spaces and 4 carports. It would be assumed one vehicle per 9 units if they are occupied by a single boarder. However, Is it possible some units may have Couples and perhaps therefore two cars? Will the boarding house have staff for effective management ? where will they park? Will the boarders sometimes have friends visit ? Where will they park? Parking in the immediate area is often, because of the Medical Centre opposite, scant. An official No Parking sign has had to be put up to stop folk actually dangerously parking in the Fifield Lane exit to Meehan Street, as they were taking up road space. Some folk will park anywhere!

I believe the Traffic Movement on the DA needs to be researched at a very thorough level which hopefully would include consulting the surrounding residents and not just based on spatial formulas of anticipated outcomes.

*A CONCERN: We, [REDACTED] observe ambulance use of Meehan Street. It would seem a safety obligation to the Ambulance's use of Meehan street (sometimes at speed both in taking emergencies to the hospital or emergencies within Yass or the nearby highway) to assist such use and not have a difficultly sighted boarding house main entry/ exit road, hindered by street parked vehicles. Just one incident would be one incident too many on this main street access to the hospital.

I would appreciate a reply to the concerns raised.

Yours Sincerely

[REDACTED]

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21 September 2021

SNSWLHD Ref: 21/8705

Ms Kate Baker
Development Planner
Yass Valley Council

Email: council@yass.nsw.gov.au

Dear Ms Baker

Response to DA210165 - 141 Meehan Street, Yass

Thank you for the opportunity for Southern NSW Local Health District (SNSWLHD) to comment on the DA210165 - 141 Meehan Street Planning Proposal.

It is noted that the development will include 15 rooms in a boarding house style facility.

There is no information available on the anticipated lessee or occupants of the boarding house, however it is encouraging to understand that this facility may serve to house health care workers.

The District recognises that no traffic management plan has been completed at this time. It will be vital to ensure that emergency services are not impeded for any length of time during the construction phase of this development, to ensure timely access to Yass Hospital.

It is also noted that the development proposes a total of nine parking spaces for the 15 rooms. It should be considered that on street parking may impede access and current street parking utilisation by patients requiring access to the Yass Hospital.

Ongoing review of risk management plans will be considered as this development moves to construction and implementation phases.

The District recommends that NSW Ambulance are also engaged in the planning proposal to ensure that this development is considered within risk management planning.

If you have any questions regarding the SNSWLHD response, or have further information to provide regarding the 141 Meehan Street Planning Proposal, please contact Emma Clynn, Senior Health Service Planner at SNSWLHD-Planning@health.nsw.gov.au or 0436 839 080.

Yours sincerely

A handwritten signature in black ink that reads 'Margaret Bennet'.

Margaret Bennet
Chief Executive
Southern NSW Local Health District

Southern NSW Local Health District
ABN 94 495 894 851
Chief Executive


SNSWLHD-OfficeoftheCE@health.nsw.gov.au

PO Box 1845 Queanbeyan NSW 2620

Telephone: 02 6150 7329 Website <http://www.snswlhd.health.nsw.gov.au>

From: [Yass Valley Council](#)
Sent: Tuesday, 21 September 2021 2:04 PM
To: [YVC Customer Service Team](#)
Subject: Public Consultation online submission [#312]

[EXTERNAL] Please exercise caution when clicking on links or attachments from external sources.

Name *	[REDACTED]
Address *	 [REDACTED]
Email *	[REDACTED]
Phone Number *	[REDACTED]
What item are you making a submission on? *	DA210165 – 141 Meehan Street, Yass

Submission *

DA210165 – 141 Meehan Street, Yass
Closing date: 5.00pm Tuesday 21 September 2021
Boarding house consisting of 15 rooms

I have several concerns relating to this development application. I would greatly appreciate their acknowledgement and consideration.

1 Traffic congestion

As a resident of [REDACTED] I have already experienced, on a daily basis, a build up of traffic and congestion in the vicinity of 141 Meehan Street due to the increasing attendance at the Medical Centre at 116 Meehan Street (which is adjacent to the entrance of the property at 141 Meehan Street. The carpark for the medical centre is, at times, inadequate to cater for the number of patients, couriers etc that attend the service. The overflow from the carpark occupies the street area on both sides of Meehan Street. The area of Meehan Street above the proposed development is also designated a NO STOPPING zone. Mount Carmel School is situated on Dutton Street, approximately 50 m from the proposed development. At school pick up and drop times there is a build-up of traffic (pedestrian and motor vehicular – parked and moving, car and bus) in all areas adjacent to the Meehan Street/Dutton Street intersection. With the Ambulance station now situated immediately adjacent to 141 Meehan Street (further up the hill), there is increased movement of emergency services vehicles at all hours of the day/night. People are also using the Ambulance entry as a turning bay. My concern is that increased the number of vehicles entering/leaving and parking in the vicinity of the proposed development will also further add to traffic congestion and impediment of free movement of emergency vehicles.

2 Inadequate provision of parking for residents of the proposed development

15 rooms, 8 spaces. Assuming they are fortunate and operate at capacity and supposing every resident has a car, where do the other 7 residents park? Am presuming there is an on-site manager as well? And longer term residents may want visitors? It is unfair to expect existing residents in that area to have the street immediate to their property occupied by overflow vehicles when their access is already impacted. (See above)

3 Number of rooms

Reducing the number of rooms would also provide a solution to parking problem....

4 Social Impact

Can the developer give any assurances that the proposed "Boarding House" does not become used as a half-

way house? I do not have any issues with such facilities as a rule. They are important for social integration. Am concerned only due to the proximity of Mount Carmel School and the vulnerability of children attending.

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From: [REDACTED]
Sent: Tuesday, 21 September 2021 1:33 PM
To: [YVC Customer Service Team](#)
Subject: DA number DA210165 141 Meehan Street Yass.

[EXTERNAL] Please exercise caution when clicking on links or attachments from external sources.

Dear Sir/Madam,

I'm writing in relation to the development application for construction of a BOARDING HOUSE at 141 Meehan Street (DA210165), for which I have some grave concerns, not the least is the very apparent LACK OF ANY NOTIFICATION OR COMMUNICATION with those most effected, that is, the people living near to, and adjoining, the property. My concerns are as follows:-

PARKING:- Meehan Street is at it's narrowest at the proposed development, and from Dutton Street to beyond the Hospital and Church precincts there is no street parking available except for 3 spots nearer to Dutton Street. The proposed development of 15 self-contained flats could mean that up to 30 people could be fighting for a car park within the grounds of that development, the driveway dimensions of which hardly allow for two way traffic for so many vehicles, let alone parking areas. This could create a huge stain on the already limited parking areas available around the Hospital precinct, and the Doctor's Surgery directly opposite the Proposed site.

REZONING:- We bought our home [REDACTED] and we, like our neighbours, were more than happy with the zoning of the area, given that [REDACTED]. This proposed development will have a dramatic, and indeed negative influence on the lives of at least 2 of our [REDACTED] residents [REDACTED]. I believe the development, which apparently will have no on-site management or supervision, would soon fall out of the "BOARDING HOUSE" Category, and quickly move illegally into the "FLATS" category. We are therefore vehemently opposed to the re-zoning.

ENVIREMENT:- We fail to see the Developers rosy prediction of the benefits of such a high density development. My recollection of a similar venture [REDACTED] ended as a social disaster, as well as a nightmare for the local constabulary. This is, of course, my personal memory and opinion.

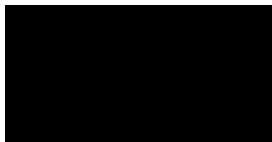
Within about 50mts or so of the proposed development, both in Meehan Street and Dutton Street, there are around 9 people (mostly women) in their 80's, and one that I know of is 97. [REDACTED]

[REDACTED] The added noise that will be generated from constant use of the proposed carports [REDACTED] will only exacerbate the problem.

ACCOMMODATION:- The perceived need for accommodation for medical staff at the Hospital can be seen as nothing but hyperbole. The majority of staff at the Hospital live locally, and visiting staff are well catered for already, mostly on site, with others preferring to commute on an "as needs" basis.

I'm really hopeful that you'll take the time to consider all the facts surrounding this proposal, as I truly believe that such a development in Yass, in it's proposed form is unwarranted, unnecessary, and, I think, will be judged harshly by history.

Yours in appreciation,

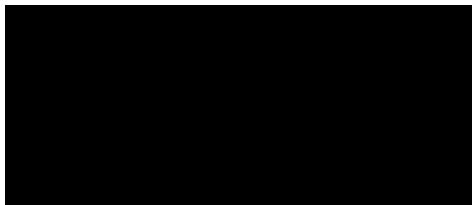


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DA 210165 – 141 Meehan Street, Yass 2582

Submission by:



I wish to make a submission to Yass Valley Council concerning Development Application 210165 for a boarding house totalling 15 rooms at 141 Meehan Street.

Could I preface my submission by advising that I only heard of the DA by chance in recent days, and, given other commitments, have not had a chance to fully digest the documentation provided and fully research the matter.

My initial concerns/objections are related. They concern (a) the proposed allocation of parking places and (b) traffic issues in Meehan Street.

I note that there are 15 units proposed in the development, yet it appears that there are only 3 carports plus a further 3 car spaces proposed, plus what is possibly a visitors' car space. The alternative for those residents not allocated a parking place (and there may be more than one resident per unit in some cases) will be on-street parking, of which there is a limited amount already. If the proposal were for a block of units (and, in effect, it is), I am sure on-site parking would be required for each unit. This leads to my second concern.

The configuration (alignment?) of Meehan Street in the immediate area is, in layperson's terms, awkward. To the Southwest you have a church, the ambulance station and the hospital, and to the north-east you have the Dutton Street intersection. In addition, there is a medical practice and the access to and egress to and from Fifield Lane.

Drivers of vehicles have to be particularly alert in transiting that section of Meehan Street already. Parking spots in both the Meehan Street end of Dutton Street and Meehan Street itself in the vicinity of the proposed development are already limited. In addition, parking on the Southern (residential) side of Dutton Street is already cramped.

I believe these matters need serious review by Council.

In conclusion, could I point out to Council that at least one of the key photographs is very out of date and may even be misleading. Figure 1 (Location of the Property) in 'The Statement of Environmental Effects' gives no indication of the blocks of units that have been constructed in the vicinity in recent years, 2 or 3 units actually abut the site.

Could I thank Council for the opportunity to comment.



From: [Yass Valley Council](#)
Sent: Tuesday, 21 September 2021 3:57 PM
To: [YVC Customer Service Team](#)
Subject: Public Consultation online submission [#313]

[EXTERNAL] Please exercise caution when clicking on links or attachments from external sources.

Name *	
Address *	
Email *	
Phone Number *	
What item are you making a submission on? *	DA210165

Submission *

Thank you for the opportunity to provide comments on DA210165 which could impact my current life. While i am not against this type of development in my area i have concerns about the scale of the development proposed for which i would like to make the following points.

Parking and Access

There is only 8 parking spaces onsite for a 15 room boarding house. In a country area i would expect 1 space per room as most people own or need a vehicle.

There is little or no available on street parking in this area and there is already issues with vehicles accessing the doctors surgery opposite. Any overflow parking could cause a hazardous situation especially with emergency service vehicles entering Ambulance station and Yass Hospital.

Should a fire occur on site with one access point there is an obvious threat to those living there and surrounding neighbours.

Noise

I am of the view that this an over-development of the site. a boarding house with so many bedrooms will inevitably cause substantial noise in a quiet 1A residential area. The driveway/access lane will create much more activity which unfortunately is parallel to the living and bedroom zones in my residence and there is no proposal to minimize this impact or any visual impact.

Waste Management

Up to 15 bins will be placed on the only pedestrian footpath on Meehan Street at this site on collection days and could cause a dangerous situation if not left correctly before and after collection.

Storm Water

When we have severe storms/heavy rain storm water coming from 141 Meehan Street floods my backyard. This needs to be rectified in any proposed new development.

Thank You



Submission to Yass Valley Council

Addressing: Development Application
by Linea Verde Design
on behalf of John McGrath
for 141 Meehan Street Yass

Summary of Submission

1. Inadequate notification has been given for this Development Application to be openly assessed.
2. "Interested parties" have not been notified of the DA.
3. There appears to be little knowledge or understanding within Yass, Council, Councillors, or the Community as to the needs or requirements of such accommodation developments within Yass Valley.
4. The DA is lacking in detail to give an understanding of what is being proposed.
5. Some parts of the DA documentation are ambiguous with other documents.
6. There is a potentially dangerous traffic situation to be created as part of the proposal in the DA.
7. The "residences" proposed appear to be of a less-than-adequate facility with the certainty to create a sub-class of occupants and cause a lack of dignity for them.
8. We require more time and information to assess the virtues of this application.

Questions, Objections, and/or Extensions to Public Submission Time

Starting from a base of a complete absence of any proposal within Yass Valley Shire and Council area we were surprised to have 'tripped over' this development application in its final days of requests for public submission.

The application per se does not surprise us, but we believe that this proposed accommodation type should be:

- a. Considered more formally by Councillors and Council as to the need, requirements, planning and integration into Yass Town and Yass Valley & Villages more generally as a priority;
- b. Allowed for a more considered and planned approach to what would best suit the short- or long-term occupants of such accommodation solutions, not just what this applicant offers, to allow occupants to live with full amenities, comfort, and dignity; and,
- c. Considered openly by the Yass Valley Community, and particularly the Council and volunteer organisations within Yass, to assess the requirements for this need within our community.

Lack of Notification to Local "Interested Parties"

We found out about the Development Application on Friday 17 September at or about the middle of the day. Since that time, we have been searching for the documents, researching the NSW Government website, Act & Regulations, 'definition' of what constitutes a Boarding House and other related information and sources.



Also, we have been informing and asking other "interested parties" what they knew and understood about the proposed development. Generally, this was a resounding nothing!

We found that within the Yass community there appears to be little understanding of what is required and more critically what is being proposed – or that anything has been proposed!

For such an important development initiative within the Yass Valley, this needs to be assessed and quickly determined, before commencement of any "standard-setting" development which may not be the best or most cost-effective outcome.

Traffic Flow and Management

The site of the proposed development appears to have picked the most inappropriate intersection within the whole of Yass Town, if not the whole valley.

This is a particularly difficult, narrow, and busy streetscape immediately in front of 141 Meehan Street, the development site.

It is the major emergency traffic corridor for Yass Town! It is the primary, direct access to and from the Yass Hospital, and, the NSW Ambulance Service, Yass.

The roadway in front of the (whole of) development site is only 2 vehicles wide having no parking/standing permitted and is directly adjacent across the roadway to a very busy Medical Practice surgery with an already difficult parking/access situation.

No other street in Yass could be considered as such an inappropriate site for multiple vehicles ingress and egress, for residents, management, staff, tradespeople.

While it may be considered both central and convenient for residents, the lack of vehicular parking and manoeuvrability within the site, or any overflow capability in times of busy-ness, eg during construction, maintenance, or breakdown marks it as adding to a potentially dangerous management site.

Consider the on-site vehicular requirements and traffic management needs during construction of the new Ambulance station next door to the site. There are no such provision or possibility within the development site or proposal!

Parking

Parking in the development documents are extensively discounted as being of a minor nature, quoting from Government?, Council?, building codes? As to the small requirement for resident parking within the scope of a "Boarding House".

This may be true for a city situation where public transport is readily available, or less requirement. But, in a regional town of Yass' size these facilities are not available or economic.

Most people in regional NSW, irrespective of their economic situation have some form of vehicular transport. Therefore the statistic may very inaccurate for Yass!

Even-so, there is no provision made, within the 0.5 car spaces Boarding Houses requirement for the 15 residences, for staff and/or trades or services within the site. As we have already noted there is no possibility of adjacent off-site parking in this street.



Nor is there any facility for passing 'parked' vehicles within the driveway as shown on the Plan. It would require someone to back-out into the street to allow vehicular exit. A truck and/or trades trailer could not turn-around within the site.

Construction Type(s)

We have had insufficient time to assess the appropriateness of the construction design within the local streetscape, or, in empathy with the 'Heritage' value of the existing.

We require further time to assess these situations.

Internal Common Area/Amenity

From the small amount of DA plan detail of the interior facilities within the 'residences', it is not possible to pass comment.

Notwithstanding the lack of detail, the 'residences' appear to be of such a small size that in a cold/wet winter situation, common in Yass, the 'residences' would appear to be less than adequate for a minimal comfortable living situation.

Again, we request further time to further assess these attributed of the application.

Density of Occupation

The request for development of 15 'residences' on the site appears to increase the occupation density to such an extent as make the supply of adequate living facilities within each 'residence' and the site as not practicable.

Is this the type of 'standard' that the Yass community and Council wish to set in our building standards? We believe that the development without more facilities would provide a sub-standard situation for all occupiers.

Again, we request further time to further assess these attributed of the application.

Site Access/Parking for Owner/Manager and/or Staff and/or Tradespeople

These have been simply addressed above in Traffic Management and Parking.

Further information is required as to the proposed operational plan for the site and then an assessment of this situation can be done.

Again, we request further time to further assess these attributed of the application.



Suitability of Site vis-à-vis Need for Low Cost (Rental) Accommodation

The site would appear to provide very good access to most facilities within the town for a low-cost housing solution.

The need for economic occupancy size may limit the suitability of this site for this type of accommodation.

Whatever the yet-to-be-developed basic requirements for this accommodation, from the detail so far provided in the application, this site appears to be lacking in suitability as is detailed and inferred above.

With Council and Community assessment and requirements determined, this may not be so, but from the limited detail available it appears to be the case.

Again, we request further time to further assess these attributed of the application.

Introduction of “Low-Cost Housing” into Yass Valley Plan: a Council Initiative?

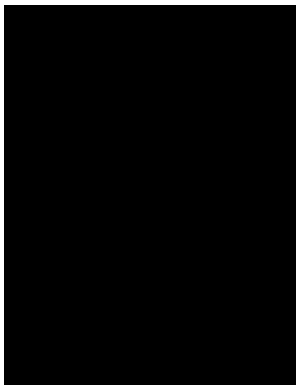
This we believe is the main delay to this application. The Council and Community have not yet addressed the need and/or requirements for accommodation of this type, or, if the Council has the Community as a whole has no knowledge of it.

We believe that if there is a ‘standard’ for ‘low-cost’ housing within Yass, it should be urgently promulgated to the Yass Valley Community for comment, discussion, and amendment as needed. Prior to the DA being considered.

Need for Extension of Time for Development Application

It is obvious and stated throughout this document that enough time or notification to “interested parties” was undertaken.

Therefore, we request a considerable extension and delay on this DA pending an outcome to these type of discussions.



From: [REDACTED]
Sent: Tuesday, 21 September 2021 4:57 PM
To: [YVC Customer Service Team](#)
Cc: [REDACTED]
Subject: Objection to Development Proposal - DA210165 - 141 Meehan Street, Yass, NSW 2582

[EXTERNAL] Please exercise caution when clicking on links or attachments from external sources.

To whom it may concern

RE: **Applicant Name: John McGrath Property Description: Lot B DP 153884, 141 Meehan Street, Yass**
Description of Proposal: Boarding house consisting of 15 rooms

I wish to advise our extreme disappointment in Yass Valley Council consultation process in relation to the above DA proposal. [REDACTED] we did not receive any council notification. We will escalating this with our local member of Parliament.

We seek an explanation from Council why notification for this development was not provided to us to provide feedback. We found out about this by other means which is unacceptable.

We have reviewed the development proposal along with the attached documents on the Council website. We have several concerns with some of the statements made in -The Statement of Environmental Effects 1 document, which states that the development (Boarding House) will comprise of fifteen individual rooms that can house an individual person. This development is high density, which will result in elevated noise, so we disagree with the advice provided that the development noise level would be low impact.

There is limited land and buildings with close proximity to the Main Street. The council should be seeking to promulgate developments that align with the unique heritage of the area. The nature of boarding houses is to accommodate short term, often low income people who are unable to save a bond to rent or to buy a property. It is not being judgemental or mean spirited to state that a proportion of these transitory tenants will have drug and alcohol problems. While we completely accept and support the need for such accommodation, it should not be 2 minutes from a local primary school or a short stroll to numerous pubs. It should be where regular restrictions applied such as distances to be kept from children, or consumption of alcohol can be more easily facilitated.

In terms of the development, a clear additional concern is that there is insufficient onsite parking for the fifteen tenants and no allocated visitor parking. There is a Drs surgery carpark which should only be utilised by patients. There is vacant block across the road next to the doctors, this is also used by patients when the front parking is not available. This lack of onsite parking will be a significant safety concern. There is a high volume of traffic that utilises Meehan Street to get the hospital, Drs and primary school, not to mention access to the main street of Yass. Furthermore, the traffic flow increases dramatically during school drop offs and pickups with parents and the number of buses entering Meehan Street from Dutton Street.

The vehicle movement plan documents states that no adverse impacts have been identified and a traffic impact assessment is not required. We disagree with this statement.

As we feel the additional driveway traffic entering and leaving 141 Meehan St will be disproportionate to other homes in the area, and the single driveway will result in congestion entering and leaving the property. The plan does not show how tenant's vehicles would turn around on the block, so all would have to reverse out of the driveway onto Meehan Street.

Noting the proximity of the Dr surgery, ambulance station, the Yass Hospital and Mt Carmel Primary School, the decision to not undertake a traffic impact assessment is negligent.

In closing we feel this development is not in keeping with the neighbourhood. It will congest the street with overflow parking issues and will lower the value of our homes. We pay significant rates and do not want to live [REDACTED] from a revolving door of transient individuals, many of whom may exhibit antisocial behaviours. Children in the local school should also be protected from these avoidable and predictable risks. If this

development proceeds it will dramatically impact our quality of life and the enjoyment of our property which is a significant investment.

We wish to advise Yass Valley Council that we strenuously and unreservedly object to this application development.

Regards

[Redacted Signature]

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1

[REDACTED]
23RD September 2021
[REDACTED]

Yass Valley Council
PO Box 6
YASS 2582 NSW

DEVELOPMENT APPLICATION DA210165 141 MEEHAN STREET YASS

Dear Ms Baker,

Thank you for the opportunity to respond to the Development Application listed above.

As owners of the property [REDACTED] we wish to express our objections regarding this DA on the following grounds.

- Parking
- The Number of units
- Building design
- Boarding Houses and the Integration of Social housing
- Social Change to the Dynamics of the Neighbourhood

Before going into further detail about our opposition to this proposal, we would like to state very clearly, that we are not opposed to social housing at all. We support an integrated social housing policy that is developed by the community with consultation from all stakeholders including the local Council. This development very clearly has shown scant regard for the immediate community and does not in any way shape or form, solve the accommodation shortage in Yass. [REDACTED] but no attempt was made by the developer to contact us regarding this proposal, [REDACTED]

PARKING

The parking issue poses a particular concern – there are not enough parking spaces for the number of rooms, and there is no suitable area in which to turn cars around. The principal underlying reason for this lack of space is the overdevelopment of the site. For a driver unfamiliar with the local terrain to have to back out on to Meehan Street would be very hazardous, as emergency vehicles, most obviously ambulances, can travel up and down that narrow part of Meehan Street at significant speed, with no room to manoeuvre. There has for a long time been a double white line down the centre of the street, and red signs prohibiting on-street parking in front of the house. As this is being written the white double lines are absent as the road has been recently resealed. The double white lines have been there for the safety of all road uses. It indicates to all users that the road has a dangerous corner.

2

In Meehan Street, there is limited parking for the general public. It is noted that there is no parking indicated for administration staff, cleaners, a manager and other service vehicles on site. In fact, there seems to be an absence of any provision for any staff facilities. If this is to be run as a commercial enterprise at least two of those car spaces on that site should be required for staff. If it is a requirement for other business enterprises in town, we do not see how this enterprise should be in any way exempt and only include the car spaces for guests.

We note also that there are several (3) parking spaces for motor cycles. While this is in some ways a logical inclusion, the presence of multiple motor cycles in what is otherwise a residential area will make for a noisy and unwelcome intrusion in the local neighbourhood. This issue does illustrate that this type of development is better suited to non-residential areas, likely adjacent to one of the main thoroughfare streets.

THE NUMBER OF UNITS TO BE INCLUDED IN THE DEVELOPMENT.

The number of units on this 1460²m is excessive. It would appear as though the maximum number of units have been squeezed onto this site that could possibly be squashed in. The DA made mention of the Anglicare Survey that there have been no rentals available when the survey was done for the last two years. The survey also highlights a rental crisis for both male and female residents and a variety of age groups. It is a curiosity that the type of accommodation offered is obviously for single people. Where is the data to suggest that this should be the targeted group when there is a desperate need for family accommodation, also for women over the age of 50 and accommodation for assisted living? It would seem as if this option is one that offers a temporary solution, when what really is needed is more permanent living facilities for all groups. A boarding house is not the answer to the housing crisis.

BUILDING DESIGN

At the rear of this proposed extension there is an absence of two fire escape doors because the corridor ends at the entrance to a room. Given the narrow width of the corridor and the lack of two clear fire escapes, this has the potential to be a death trap.

We are also curious as to how this differs in name only from a motel? Given that the intention is to provide short term accommodation for people, it is almost indistinguishable from motel rooms. Perhaps it is a boarding house in name only. What is to stop this development from being changed into unit style accommodation in the future? Given that there has been a rush by developers to get approval for boarding house approval in other Council regions before the new legislation comes into effect in 2022, this type of development is indicative of a blatant attempt to circumnavigate the planning laws so that in the future the boarding house can be sold off as units.

BOARDING HOUSES AND THE INTEGRATION OF SOCIAL HOUSING

Boarding Houses as an entity in NSW are really an outdated style of accommodation. The number of these dwellings has declined in NSW since WW2 for a variety of reasons. Better transport links to work, a higher level of wages and the growth of modern communication allowed people greater flexibility. In Yass there were boarding houses in the past used for people when they moved into town for work off

properties or men moved to Yass to work in places like banks or government offices. The demand for private accommodation as opposed to communal living is reflected in the fact that there are no longer any boarding houses in Yass and people prefer the independence to live with others in shared accommodation or in a dwelling of their own. It should also be remembered that in the times where boarding houses were run as a business in Yass, they were run by owner operators who lived on the premises and they provided services such as meals and laundry to their customers.

In the C21st, boarding houses are used as a method for solving situations of homelessness. They are places of transition for individuals to stay in until accommodation is found for them. They are not places ideal for long term accommodation. Boarding houses are privately run for profit with limited community connections. The owner will be the manager, who will not be living onsite, and if the information is correct on the DA, doesn't live in the community.

As a community, we do recognize that there are people who at the moment, are finding accommodation difficult, almost impossible in some cases. However, there are a number reasons for this and we believe that building a boarding house will not meet the long term needs of the local community. There are three principal reasons listed below that can explain the rental crisis in Yass and for those of us who have lived here for a long time, we have seen the boom and bust nature of the real estate market.

- The demand and high cost of housing in Canberra has resulted in a flow on demand in for housing in Yass. This present situation is a result of economic circumstances that fluctuate with the state of the economy.
- The number of windfarm workers, living in town who have taken up any available accommodation; houses, flats and hotel rooms. This group in particular have contributed significantly to the present accommodation shortage. These workers are here for the short term and whilst it is unfortunate that they have inevitably contributed to the demand in rentals, they have also contributed to the overall rise in rental costs because they need houses that are fully furnished. Landlords supply the fully furnished dwelling and these costs are passed on to the renters, which results in an increase in rentals overall.
- The uncertainty of the Covid situation has also meant that people have left the city to seek a rural life, this also has been a contributing factor in reducing the properties available for rent.

Please note that we are not writing because of self-interest. [REDACTED]

[REDACTED]
this would be a grossly inappropriate way of developing the site.

SOCIAL CHANGE TO THE DYNAMICS OF THE NEIGHBOURHOOD

In 1990, the surgery across the road from this development was rezoned from a residential to a commercial rezoning so that a Doctor's Surgery could be opened. Over the past 30 years that building has continued to be used as approved by Council for that specific use. [REDACTED]
[REDACTED]

[REDACTED]

We feel that a boarding house across the road would detract from the social fabric of the area by allowing people to stay in the area who have no social or cultural links. To claim in the Development Application that there will be no apparent social, economic or environmental changes to the community is a claim that can only be proved with evidence and data retrospectively. Introducing what is essentially a transient population, whether, homeless, employed, between homes or other; absolutely will change the dynamics of the area. Boarding Houses after all are places of temporary accommodation and cater for individuals who have no emotional stake in where they live.

It is also noted that there is no mention of how this type of development will impact on Mt Carmel, one of the primary schools in Yass. There will be an increase in the amount of foot traffic and road traffic due to the increase in residents residing in this building. Yass Valley Council has in the past already identified the intersection of Dutton and Meehan Street as a dangerous intersection due to the volume of pedestrian and car traffic from the school, the location of the walking path between Crago street and Meehan Street has seen an increase in the number of pedestrians and more importantly, the location of the railway line has been identified as a significant safety issue. Attempts by Council in the past have been unsuccessful in making major changes so why would this proposal be allowed if it is going to add to an existing problem. (This matter will be in the Council archives, but it was pre the electronic recording of information).

At the moment with the presence of Covid in the community, funerals are unable to take place. However, there are many occasions where parking is at an absolute premium around Dutton Street, Meehan Street, Rossi Street and the capacity of the streets to absorb more traffic is finite. Parking outside the unit complexes in Dutton Street can pose a problem for parents picking up children at the end of the school day because one side of Dutton Street is a bus zone and the area near the Dutton Street/Meehan Street intersection has been designated as a "No Standing zone" for safety reasons.

In the Development application there is no mention of the specific market this building is for. Is it social housing? Is it to provide accommodation for people who are temporarily working in the community? Is this going to be for a targeted group? Such as a Women's refuge? How many rooms will be available for assisted living?

In this Development Application refers (pg 26 Surrounding Area & Locality Analysis) to the lack of accommodation for hospital staff. At present the hospital has three units for staff to rent as short term accommodation. One for the Doctor on night duty, and two others for nurses with preference being given to agency staff. Whilst the developer may see this is an opportunity to occupy his boarding house, it is worth considering the ethics of such a situation given that every patient has the right to their personal space, let alone privacy. Given that there is only one hospital in Yass, it would be logical to assume that on occasions, residents from a boarding house would need to visit the hospital. For residents to be sharing accommodation with their treating Doctors or nurses would be invading the privacy of both groups. It may well be, that the boarding house is deemed not a suitable place for staff to seek temporary

accommodation because it is imperative that the privacy of hospital staff and the patients is in no way compromised.

One of the critical factors in opposing this development is the lack of data and research to support the need for this proposal. It is anecdotal. Yes, there is a housing crisis in Yass, as there has been in the past. However, this development is asking us as a community, to accept a proposal that involves housing for the homeless and for people on limited incomes without referring to any sound research on the principles, let alone strategies, on how this can be successfully done.

At present, the Council does not have a policy on the integration of social housing into the community. This is unfortunate but we desperately need one. There is a proposal to from Argyle housing to develop a unit/townhouse complex in Pollux Street in North Yass for low income groups. Whilst this takes time to go through Council and receive government funding and actually fits into the recommendations of the Australian Housing and Urban research Institute. (AHURI) as it is providing a model that offers diversity in the type of accommodation and it is integrated into the wider community. Clearly a boarding house does not do this.

The Australian Housing and Urban Research Institute in their inquiry into affordable housing (2018) have looked at the issue of public housing renewal and the social mix. In summary their findings are

- Social and affordable housing is not keeping pace with need.
- Housing supplies in the social rental sector has declined
- The private rental market has not kept pace with the change in the demand for housing
- There is expected to be an increase in the demand for social housing across the country.
- All stakeholders within our community, including recognized charities, church groups, community groups, the Indigenous Community and Council
- be involved in the planning of social housing for it to be embraced by the community.
- In providing social housing, the report also recognizes that for those on low incomes, housing provided through private development offers very little security and that it is better if it is done through partnerships with all levels of government.
- Local authorities should develop their own local housing strategies , underpinned by strong evidence based on need and market capacity. This also includes specific targets for affordable housing.
- The provision of social housing has changed since WW2, the housing stock that was built then is not reflective of our changing social composition. We need housing that will give the stakeholders security, independence and a sense of belonging.

One of the recommendations from the research is that if there is community involvement in the planning and implementation of the integration of social housing in communities, it has a better chance of success than if it is imposed by governments or one group or individual. What that means for the Yass Community is that we need

to have the opportunity to plan for the future. We are [REDACTED] writing a submission regarding a DA, this is not true community consultation. Through public consultation, the Council need to be given the chance to come up with a plan that specifically deals with exactly how the integration of affordable social housing will take place. We would strongly urge the Council to reject this proposal until at least, the wider community have had a chance to develop a plan in relation to affordable social house.

YASS VALLEY COUNCIL AND COMPLIANCE

We recognize that the Yass Valley area is growing. However, it is worth remembering that the legislation pertaining to Boarding Houses is made by the State Government and that the majority of the Boarding Houses in NSW are in the larger cities such as Sydney, Wollongong and Newcastle. In these cities, the Councils are larger and they have the opportunity to employ more compliance officers to ensure that boarding house operators comply with the legislation. By comparison, Yass staff are constantly under resourced and we feel that it is unrealistic for this development to be approved. Who does the compliance if the operator is not there? Members of the community should not be expected to be out taking photos of breaches to parking, rubbish disposal etc because the Council have been given another responsibility for which they are insufficiently resourced.

We thank you for taking the time to read this submission [REDACTED] we are committed to the future of our town and region. We would like the Council to reject this proposal based on the information we have provided but more importantly rejecting it because it is not in the best interests of the community.

Yours sincerely

[REDACTED]

<http://ahuri.edu.au/housing/policy-analysis/public-housing-renewal-and-social-mix>

Mayor Alan McGrath @yass.nsw.gov.au

**ADDITIONAL INFORMATION FOR COUNCILLORS
REGARDING DA 210165**

THIS DOCUMENT WAS PREPARED AND OVERWHELMINGLY SUPPORTED BY THE
[REDACTED] FOLLOWING THEIR OWNERS'
CORPORATION ANNUAL GENERAL MEETING ON THE 26th OF SEPTEMBER 2022.

THE MEETING VOTED UNANIMOUSLY TO FURTHER EXPLAIN THEIR OBJECTIONS TO DA
210165 TO ALL YASS VALLEY COUNCILLORS AND RELEVANT SENIOR COUNCIL STAFF,
BECAUSE THE OWNERS FELT THEY HAD INSUFFICIENT INFORMATION AND KNOWLEDGE
OF THE OBJECTION PROCESS TO FULLY RESPOND WITHIN THE TIME ALLOWED.

THE FOLLOWING DOCUMENT CLEARLY DEMONSTRATES IN DETAIL WHY MR JOHN
MCGRATH'S ONE ROOM NEW GENERATION BOARDING HOUSE SHOULD BE REJECTED BY
THE COUNCIL. THE DEVELOPMENT APPLICATION FAILS AND SHOULD BE REJECTED
BECAUSE IT DOES NOT MEET THE SEPP LEGISLATION REQUIREMENTS AT THE MOST
BASIC AND IMPORTANT LEVELS.

THE DOCUMENT ALSO DEMONSTRATES THE DEVELOPMENT IS UNSUITABLE AND OUT OF
CHARACTER FOR THE PROPOSED AREA.

WE STRONGLY URGE YOU AND ALL OTHER COUNCILLORS AND SENIOR STAFF TO READ
THIS DOCUMENT CAREFULLY AND CONSIDER THE RATE PAYERS WHO ARE AGAINST THIS
PROPOSAL AND WHO WILL BE AFFECTED BY THIS DEVELOPMENT.

YOURS SINCERELY

[REDACTED]

February 2023

DA 210165 RE MEEHAN STREET BOARDING HOUSE
MUST NOT BE APPROVED

WRONG DECISION:

If approved by Council, it will be an **ad hoc decision**.

There is **no prepared Strategic Plan** for Affordable Rental Housing in Yass (or Murrumbateman).

Such a decision will not fit into **any** Affordable Rental Housing Plan.

It is at odds with all good decision making.

WRONG BUSINESS MODEL:

Affordable Housing is defined as providing **below market rents to tenants**.
Yet the Meehan Street boarding house will charge rents of >\$400 per week.

This is not Affordable Housing.

WRONG CHARACTER:

Single room housing does-not fit well in this area

It is not a socially acceptable housing type.

Seventeen "**butter boxes**" will be so crowded to prevent a workable site of good amenity

WRONG SITE:

It is a confined suburban block with limited access.

Vehicles must reverse out onto two lanes in Meehan Street

Dangerous and chaotic.

Problems for fire and ambulance vehicles.

WRONG SITUATION:

There are **many non-residential uses** competing for space in this area, including Yass Hospital, the Ambulance Station, two churches (services and funerals), Mount Carmel Heritage School and the Railway Museum, as well as single dwelling houses and units.

WRONG STREET:

This area of Meehan Street is **the most difficult of streets**.

It is a crazy area because of the busyness

It is narrow, has speed limits of 40 and 50 (commonly exceeded!). Double lines in the centre (often crossed by vehicles!). Limited parking, odd street take offs, railway lines, distinct zig-zag outside the Hospital and Ambulance Station, churches at either end of the street, and the Mount Carmel Heritage School.

WRONG SOLUTION:

Canberra suburbs have had several Affordable Single Room Boarding Houses over time which have **not survived and been bulldozed** to the ground. The common element to explain why these attempts did not succeed relates to the difficulties residents felt from being confined to their time spent in one single room. NSW Housing SEPP rules state the housing must exist "in perpetuity", which would not allow bulldozing.

WRONG PEOPLE:

With all the goodwill for success in providing Affordable Rental Housing, **changes happen** within communities. They become unstable.

What becomes difficult to handle is the **deterioration of behaviour** of residents.

The chain reaction of this is very sad.

Ask the police.

Ultimately police spent large parts of their duties visiting sites dealing with disruptions.

The final part comes when the situation attracts unsuitable tenants.

The answer has been to bulldoze the boarding houses.

A RIGHT APPROACH

The following **Incompatibility Aspects Table** outlines how the character of the local area contrasts to the features of the proposed boarding house.

The table gives every reason for Council to conclude that **the boarding house will conflict with the character of the special community in this part of the Yass township.**

Put a stop to the eight wrongs detailed above.

The proposal does not comply with the provisions of the November 2021 Housing SEPP legislation.

COUNCIL IS BOUND TO REFUSE THIS APPLICATION DA 210165

HOUSING SEPP PLANNING PROVISIONS
ITEM 5 - COMPATIBILITY WITH LOCAL AREA CHARACTER

INCOMPATIBILITY ASPECTS OF THE PROPOSAL

ASPECT	CHARACTER	MEEHAN STREET BOARDING HOUSE FEATURES
FEATURES	Spacious - 15 owners on 4100 m2 Strata - 8 room townhouses Verandahs	Crowded - 15 renters on 1400 m2 Below Market Rental Accommodation Single room rentals
CONSTRUCTION	Architectural brick/colourbond roof Excellent fit out Garage with internal entry	"Timber butter box" Limited ordinary fit out 4 open remote carports
ACCESS	Good access- wide concrete access/exit with two turning areas for emergency vehicles/ visitors parking	Poor access - one narrow exit by reversing into road Danger for emergency vehicles Chaotic and dangerous movement
DRAINAGE	Engineered 3 m wall/drainage system controlling 10 townhouses	None evident - current problems exist for neighbours Leads to other problems
FIRE	Excellent facilities for fire engines Turning areas in 2 places Services easily available	Difficult access - no turning areas No working space - crowded timber building risks Highlights crowding - No separation Risks with tenants

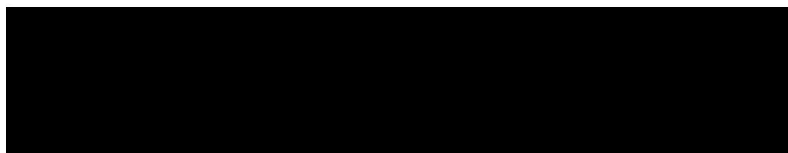
ASPECT	CHARACTER	MEEHAN STREET BOARDING HOUSE FEATURES
QUIET AMENITY	A considered supportive community, low noise, safe townhouses with both privacy and good outlook Gardens show both private and public awareness	Noise from outside activities will be intrusive to neighbours - design encouraged by crowding and outside meeting space. Controls imposed on tenants will be restrictive to good harmony
SAFETY	Excellent internal and external design Privacy in good design, reduces risks and movement High level of care of people and the townhouses	Risk to disabled demonstrated in plans. Caretaker controls with rules will threaten harmony. Problems with social dysfunction imposed on the school community and township
ZONING	R3- Owners connected to management, settled, accomplished, individuals committed to our community	Zone? Remote ownership Limited commitment with part-time caretaker resident with little authority The social report says tenants are to be middle income earners - this does not meet the SEPP housing provisions
THE BUSINESS MODEL	Viable ownership Stable patterns	Unstable tenancies Not a particularly affordable housing option in rural Yass Viability could lead to a substandard complex

To Yass Valley Council

Yass Valley Council

14 MAR 2023

**ADDITIONAL INFORMATION
FOR COUNCILLORS
REGARDING DA 210165**



13 March 2023

DA 210165 RE MEEHAN STREET BOARDING HOUSE

Question: What obligation do Councillors have to approve the one room New Generation Boarding House?

Answer:

- Local councils are responsible for handling approvals (OFFICE OF FAIR TRADING). Our council has not developed a strategic plan to assess Affordable Rental Housing.
- We contend the proposal is the wrong concept; of the wrong character and clearly the wrong business model.
- When a strategic plan is built for Affordable Rental Housing in Yass, 141 Meehan Street would not be on the Plan. It is below the last place on any plan.
- The so-called Social and Environment Impact Statement submitted is unprofessional and worthless. Council would be liable if relying on this document because it is not peer reviewed, not accurate, and does not acknowledge authorship.

Question: **Why would this boarding house approval change the character of the local area?**

Answer:

- Housing SEPP planning provisions require a proposal for a New Generation Boarding House to be compatible with the character of this special area of Yass town
- An analysis of the nine incompatibility aspects table demonstrate just how unsuitable the proposal would be if approved.
- The five aspects on page 3 are confronting to the neighbourhood in regards to the construction, access, fire and drainage.
- The concept is not a right fit for this interesting, older part of Yass Township
- The four aspects on page 4, of Quiet Amenity, Safety, Zoning and the Business Model, show how poorly the concept would sit in this supportive community. It would lead to an unmanageable housing social framework impacting sensitive infrastructure such as Mt Carmel Heritage School.

HOUSING SEPP PLANNING PROVISIONS
ITEM 5 - COMPATIBILITY WITH LOCAL AREA CHARACTER
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ASPECT	CHARACTER	MEEHAN STREET BOARDING HOUSE FEATURES
QUIET AMENITY	<p>A considered supportive community, low noise, safe townhouses with both privacy and good outlook</p> <p>Gardens show both private and public awareness</p>	<p>Noise from outside activities will be intrusive to neighbours - design encouraged by crowding and outside meeting space.</p> <p>Controls imposed on tenants will be restrictive to good harmony</p>
SAFETY	<p>Excellent internal and external design</p> <p>Privacy in good design, reduces risks and movement</p> <p>High level of care of people and the townhouses</p>	<p>Risk to disabled demonstrated in plans.</p> <p>Caretaker controls with rules will threaten harmony.</p> <p>Problems with social dysfunction imposed on the school community and township</p>
ZONING	R3- Owners connected to management, settled, accomplished, individuals committed to our community	<p>Zone? Remote ownership</p> <p>Limited commitment with part-time caretaker resident with little authority</p> <p>The social report says tenants are to be middle income earners - this does not meet the SEPP housing provisions</p>
THE BUSINESS MODEL	<p>Viable ownership</p> <p>Stable patterns</p>	<p>Unstable tenancies</p> <p>Not a particularly affordable housing option in rural Yass</p> <p>Viability could lead to a substandard complex</p>

Question:

What are reasons for rejecting the McGrath application?

Answer:

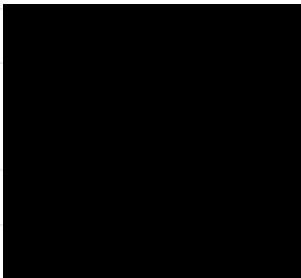
- Even if 141 Meehan Street was the last block in Yass available for housing development it should not be used for a New Generation Boarding House. It is totally unsuitable.
- We contend it is the wrong site; it is the wrong situation; and it is the wrong street.
- We see serious failings for this boarding house being approved in Meehan Street.

These are outlined in eight “wrongs”

- Wrong Decision
There is no Affordable Housing Plan.
- Wrong Business Model
It is not affordable rental housing.
- Wrong Character
Single room “butter box” is poor housing.
- Wrong Site
Confined suburban block creates problems.
- Wrong Situation
Competing Non-Residential functions.
- Wrong Street
A most difficult street – “crazy” patterns.
- Wrong Solution
SEPP housing rules demand “IN PERPETUITY”. This is impossible.
- Wrong People
Deterioration of behavior, changes the policing needed; leads to substandard accommodation.
- The Controlling Element to abide by, is the NSW State housing SEPP planning provisions (November 2021)
- The time is here now for listening to the committed Community concerns that approval would be a major mistake for the healthy future of Meehan Street and the “good amenity cherished in the township”

From: [Yass Valley Council](#)
Sent: Wednesday, 14 September 2022 10:20 AM
To: [YVC Customer Service Team](#)
Subject: Public Consultation online submission [#555]

[EXTERNAL] Please exercise caution when clicking on links or attachments from external sources.

Name *	
Address *	
Email *	
Phone Number *	
What item are you making a submission on? *	DA210165
Submission * <p>(Tried sending a submission yesterday but felt an irregularity in transmission and upon calling council today 14.09,22 it wasn't received. So I am resubmitting .)</p> <p>IWe, my wife and I, earlier this year attended an open public meeting where it had been arranged this proposed development was discussed. Living diagonally opposite we have firsthand experience with the parking of vehicles in Meehan Street, from which this development of 15 accommodation units will have vehicles enter/exit through a single normal driveway and find parking space on the site. The Traffic plan conducted although quoting apparent significant formulas causes me great concern hence this submission.</p> <p>On any one day in this vicinity is residents parking, teacher parking from Mt Carmel and until recently medical centre parking which could well return. 3.30pm parking at the end of school by parents collecting children is a weekday occurrence..</p> <p>The Development application traffic plan implies that all vehicles that will be owned by the residents. which could be 15, the vehicle of the onsite manager, any vehicles associated with expected cleaning maintenance, resident friends visiting, will not be such that it will result in any street overflow that will cause concern for the local parking situation. I don't believe this will be the case.</p>	

Yass Valley Council

Friday 16-9-22

Mr Ian Dencker.

Submission in relation to the proposed
development application DA 210165.

Property Lot 8 DP 153884

141 Meehan St. Yass 2582.

We have moved into a townhouse next door
in the last month, we were not notified of the
potential development until last week.

It has threats to the engineering and drainage
systems to the 10 townhouses in our complex.
~~especial~~ especially to our unit 5. Activity adjoining
our walls by machinery will disturb the systems
footings and cause collapse of our 3 metre walls
and high fence.

When we became aware of this
development we contacted the Council and visited
times and provided information about the
problem of the possible disturbance of our fence
and wall. Council officers have not returned
the calls they said they would.

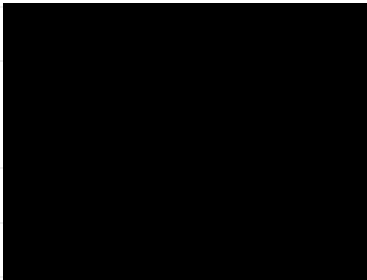
Are they excavating the soil near our wall
and fence if so it could cause a lot of problems
and we would like to know who is liable.

Submitted by



From: [Yass Valley Council](#)
Sent: Friday, 16 September 2022 4:01 PM
To: [YVC Customer Service Team](#)
Subject: Public Consultation online submission [#557]

[EXTERNAL] Please exercise caution when clicking on links or attachments from external sources.

Name *	
Address *	
Email *	
Phone Number *	
What item are you making a submission on? *	DA210165 – 15 Room Boarding House – 141 Meehan Street, Yass, NSW 2582
Submission *	 – Second Submission on Proposed Boarding House Development at 141 Meehan Street, Yass, NSW 2582.

We are writing to make a submission in relation to the DA210165 that is presently under review at Yass Valley Council (YVC). The proposal is to develop a boarding house in Yass at the address mentioned above. We are opposed to the development of the Boarding House at 141 Meehan Street Yass.

I wish to advise of our continued disappointment in Yass Valley Council consultation process in relation to the above DA proposal. We are aware there are a number concerned owners in the area that object to the proposed development at 141 Meehan Street. We submitted an objection to Council last September 2021 stating the reasons we do not want a 15 Room Boarding house across the street from our house (114 Meehan Street, Yass NSW 2582) but have never received a response.

We received the Yass Valley Council letter dated 30 August stating that they had received additional information regarding the Proposed Boarding House Development at 141 Meehan

Street, Yass, NSW 2582 (DA210165).

We have reviewed the additional information on the YVC website in relation to the above DA.

The opportunity to take part in a Social Impact Statement (SIA) is provided by the Government for the community to have a qualified, independent person or persons to engage with the community on a development. The reason why the government has legislated these SIA's is to create a process that the community can trust. It is transparent because the author/s are experienced to run community forums, conduct surveys, and run community meetings independent of the developer. Everyone can participate, including the Developer in this process but importantly, the data collected is analysed in a scientific manner and reports are written in a manner that is in keeping with the author's professional skills.

In Yass, a community meeting was held on 2 May 2022 which we attended. We only found out about this meeting on the Friday before, from a neighbour who received a letter. We did not receive a letter.

We didn't sign a register; it was conducted by the Developer and there has been no communication regarding the issues raised at the meeting since then. We feel that the document presented to Council is based on very little community engagement and leaves us thinking that the Developer has not taken the process as seriously as it should have been. We would like to know who wrote this SIA?

Why were no community forums held by these consultants? If these were held in Yass, these would have been too helpful to all parties. Not everyone could attend the meeting in May, so if a person couldn't go, they essentially missed out on the only consultation that was offered.

In the SIA submitted to Council, it also makes reference to a random survey, and we don't know anything about it. There could be explanations for this, perhaps it was a deliberate attempt to exclude those against the development. When was it held? What did the survey entail? Did they do a "random" phone call to a few people in the area?

We would like to see the results of the survey to believe it happened.

My wife contacted Yass Valley Council to ask if they were aware of the meeting Mr McGrath had proposed and if a Yass Valley Council member would be attending, she was advised that Yass Valley Council was aware of the meeting, as the booking for the room was made through Yass Valley Council but no representative from Council would be in attendance. This was very disappointing.

At the meeting, Mr McGrath (the Developer) made mention of how shocked he was at the number of people in attendance, possibly due to the small number of residents he informed (There was over 30 Residents at the meeting). No attendance record was taken however names and email addresses were taken from individuals who wanted further information from the developer. No one I have spoken to was ever contacted. It is not unreasonable to expect that the author writing the SIA would refer in some detail in their report to demonstrate the positive

attempts to engage with community.

Mr McGrath said at the meeting that he lives in Canberra. Many of his comments showed a lack of local knowledge and poorly researched facts about the town and what it provides. He advised the group that the town has a laundromat for the residents to use if the laundry in the complex is not sufficient. The group told Mr McGrath that Yass does not have a laundromat, people use the Yass Caravan Park if they need to wash clothes. What are people meant to do if they don't have car, are they expected to walk down the street to the Caravan Park.

He also told the group that not all 15 tenants would have a car and that the residents could use the public transport to get around Yass to shop and get to medical appointments. The group said Yass does not have a local bus service.

This application is completely out of context with the street scape of townhouses and single dwellings. We believe this development will lower the standard of the area, introduce short term transient residents, and lower the value of our own home.

The proposed 15 high density units is too much. We are opposed to the preferred tenant idea as it is outdated and elitist. It is not inclusive and implies that professional people are better behaved and won't cause problems. Lived experience is that people behave badly from all walks of life, not just people on low incomes or who don't have the advantage of a university education. And to suggest that to appease local Yass residents is really offensive.

How do we know that Mr McGrath wont once the complex is built change is mind and lease to services such as St Vincent De Paul, Anglicare, Salvation Army etc for emergency accommodation for victims of domestic violence, the homeless, drug rehabilitation etc. As such we want a guarantee this is never allowed to happen.

We are opposed to the boarding house style of accommodation as it really is setting a really low bar in terms of how people should live in the C21st. The boarding house model of accommodation, 14/15 rooms on such a small site is just appalling. Some of the developers boarding house rules are also unrealistic to manage, the "No consumption of alcohol in the shared space", residents drinking in their rooms, perhaps alone, what would the Alcohol and Drug Authority think of this as a type of social behaviors?

We are currently renovating our own home and don't believe in any respect this development adds value to the area we are investing in.

The Traffic Impact and Parking Assessment dated April 2022, we disagree with this report. The company that prepared the report is in North Sydney. On page 6 of the report, it states the site 141 Meehan Street Yass was not inspected as part of the study.

We find this study to be misleading with many generalisations and facts that are not relevant, if the company had come to Yass in person and assessed the area the report may have been written differently.

There are only 8 parking spaces for 15 units. We accept the 8 parking spaces have been calculated using an appropriate formula however, there has been no allowance for the absence of public transport and the over generalisation that half the residents will be able to walk to work is totally unrealistic yet to be expected from a metropolitan based consultant.

The report states there is ample parking available on the street. There is, but we don't believe it should be monopolised by this one site. Residents parking on the street will be an inevitable, impacting on existing residents' amenity.

After reviewing the vehicle movement plan, it is obvious there is insufficient room for any vehicle to turn around onsite to avoid reversing onto Meehan Street.

Fig 4.2 suggests there is adequate room for 2 cars to use the driveway at one time, however the driveway is far too narrow. This will no doubt result in cars blocking Meehan Street while waiting for cars to exit the driveway.

Mr McGrath has not listened to any views that were given to him at the public meeting. This is very disappointing. We also feel that the meeting was only arranged as a requirement for his DA. As none of the promised emails have ever been received.

We are not against development. We would encourage a redesign of the site to a townhouse style development like what has been built in the immediate area. Possibly 3-4 on that site.

This is simply greedy over development of a low-density residential area.

We do not want this development across the road from our house.

In closing we feel this development is not in keeping with the neighbourhood, will congest the street with overflow parking issues and will lower the value of our homes. We appeal to the good sense of Council to reject this development for what it is, Greedy profiteering of a street and town the developer does not live in.

Our previous objection submission that we provided to Yass Valley Council in September 2021 still stands. This type of accommodation is unacceptable.

As property owners and residents of Yass who will be directly impacted by this development well into the future, we urge the Council to reject this proposal of a boarding house.

We look forward to your swift response.

Yours Sincerely,



16 9 2022

MR IAN DENCKER
ACTING MANAGER DEVELOPMENT CONTRA
YASS VALLEY COUNCIL

SUBMISSION IN RELATION TO DA210165
141 MEEHAN STREET YASS 2582

SUBMITTED BY 

Noise + lights are a huge concern
as our neighbours bedrooms are
on that fence line.

Provision for 5 cars
where do all the others park?

How do Fire + Ambulance enter + exit
can they turn inside complex or
do they have to back out onto
busy road?

Nobody can park outside property
as there are double lines.

1.

SEPTEMBER, 2022

YASS VALLEY COUNCIL

209 COMUR STREET YASS NSW 2582

MR IAN DENCKER,

ACTING MANAGER DEVELOPMENT CONTROL

DEAR SIR,

SUBMISSION IN RELATION TO THE PROPOSED
DEVELOPMENT APPLICATION DA 210165

PROPERTY LOT B DP 153884

141 MEEHAN STREET, YASS 2582

SUBMITTED BY :



2.

PREFACE

THIS PROPOSAL DA 210165 IS AN INAPPROPRIATE DEVELOPMENT FOR THE MEEHAN STREET, YASS SITE AND MUST BE REFUSED BECAUSE IT DAMAGES THE GOOD AMENITY AND SAFETY OF YASS TOWN.

THE REASONS FOR REFUSAL ARE BASED ON :

- THE BUSINESS MODEL IS NOT VIABLE;
- THE SITE IS AN OVERDEVELOPMENT;
- THE SITUATION IS UNSUITABLE FOR THIS COMPLEX;
- TRAFFIC AND PARKING IS UNWORKABLE AND DANGEROUS;
- IT DESTROYS THE GOOD AMENITY, TRUST AND SAFETY OF THOSE LIVING IN THIS AREA.

FURTHER THE DISCREDITED METHODS USED IN THE COVID PANDEMIC, NAMELY CAMERAS, LIGHTING AND LOCKDOWNS, ARE TO BE INTRODUCED TO CONTROL THE BOARDINGHOUSE. THESE ELEMENTS DESTROY TRUST IN OUR COMMUNITY AND LEAD TO PSYCHOLOGICAL PROBLEMS AND DISTRESS (SUICIDE). OVERDEVELOPED SITES ARE MOST VULNERABLE TO THE SPREAD OF VIRUS DURING PANDEMICS WITH CROWDING AND LIMITED LAUNDRY FACILITIES.

ADDENDUM

A POSITIVE ALTERNATE PROPOSAL

3.

MEETING CALLED BY MR. JOHN MCGRATH

HELD AT NORTH YASS

APRIL, 2022

FEATURES :

- LIMITED NOTIFICATION
- EXPECTED ATTENDANCE - SEATING PROVIDED FOR SIX.
- ATTENDANCE - OVER 40 PEOPLE FROM ADJOINING PROPERTIES IN MEEHAN STREET AND DUTTON STREET.
SEVERAL OF THOSE ATTENDING STOOD THROUGHOUT THE MEETING.
- MR MCGRATH (CHAIR) INDICATED HE WOULD FORWARD COPY (BY SECRETARY) OF MINUTES TO THOSE NAMED.
- THIS HAS NOT TAKEN PLACE.

ISSUES RAISED BY MR MCGRATH

- HE WAS UNFAMILIAR WITH RUNNING SUCH A MEETING.
- THE YASS DEVELOPMENT IS PART OF HIS RETIREMENT FUNDING.
HE HAS OTHER DEVELOPMENTS IN QUEANBEYAN AND CANBERRA ASSOCIATED WITH HOSPITALS.
- HE TALKED ABOUT BOARDINGHOUSE CHANGES AND WHY HE WANTED TO USE THE MEEHAN STREET SITE. TO PROVIDE ACCOMMODATION FOR STAFF EMPLOYED AT YASS HOSPITAL AND AMBULANCE STATION. HE ALSO MENTIONED BANK STAFF IN YASS.
- HIS EXPERIENCE IN THIS ACCOMMODATION METHOD IN CANBERRA AND QUEANBEYAN WOULD BE APPLIED IN YASS.
- THE DESIGN WOULD BE FOR 15 BOARDINGHOUSE ROOMS AND MAINTAINING THE PRESENT HOME ON THE SITE. THERE WOULD BE 8 LEAN-TO SHELTERS AS CAR GARAGES. AT THE REAR.

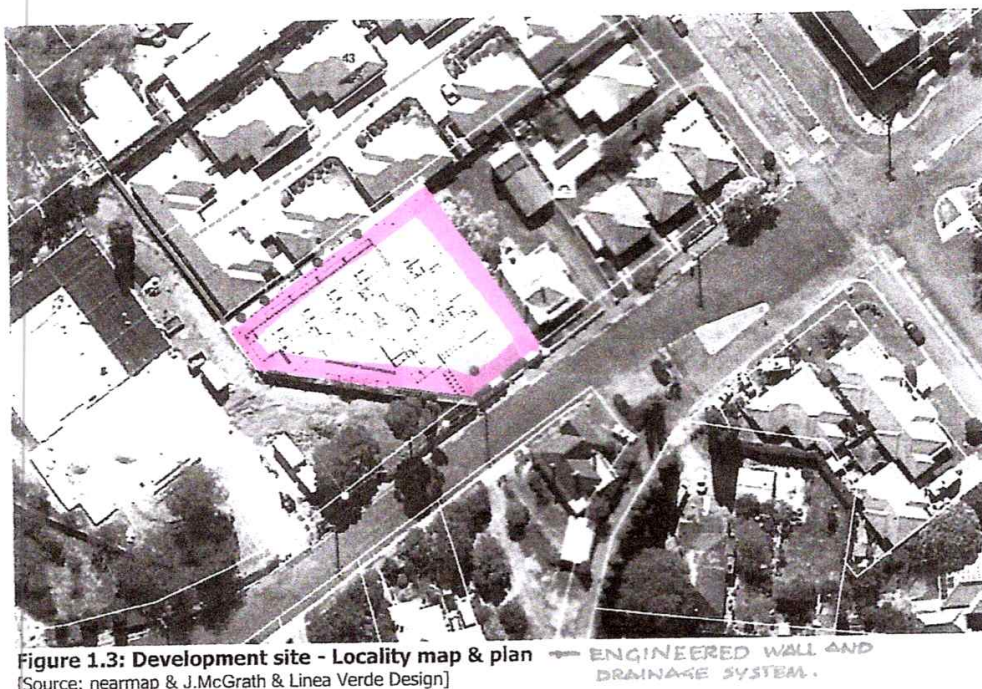
4.

ISSUES ARISING FROM THIS MEETING.

- i. THE BUSINESS MODEL AND ITS APPLICATION IN YASS.
- ii. THE ABILITY TO DEVELOP THIS BOARDINGHOUSE CONCEPT TO THE MEEHAN STREET SITE.
- iii. MANAGEMENT (ON SITE) OF THE COMPLEX.
- iv. SITUATION AND SITE ISSUES REGARDING SAFETY IN THIS COMMUNITY.

i. THE BUSINESS MODEL

- YASS IS A SMALL TOWN COMPARED WITH CANBERRA OR QUEANBEYAN.
- YASS HOSPITAL IS A REAL CONTRAST TO THOSE IN CANBERRA OR QUEANBEYAN; THE ACCOMMODATION NEEDS OF THE HEALTH COMMUNITIES IN YASS WILL NOT MEET THE REQUIREMENTS OF A MEEHAN STREET MODEL. THERE ARE NO TRAINEE NURSES IN YASS.
- MR MCGRATH INDICATED THE IMPORTANCE OF SUITABLE PERSONS FOR THE BOARDING HOUSE - HE WOULD RATHER HAVE EMPTY ROOMS THAN HAVE THE WRONG PERSON.
- MR MCGRATH'S MOST FREQUENTLY USED TERM DURING THE EVENING WAS EVICT THEM IF NOT SUITABLE. HE ASSURED US HE WILL DO IT!
- THE RESEARCH DONE ON YASS CHARACTERISTICS SEEMED SKETCHY OR EVEN NON-EXISTENT, AS WAS SHOWN WITH THE LACK OF LAUNDRY FACILITIES IN EACH UNIT HE SAID COULD BE RESOLVED BY GOING TO YASS TOWN LAUNDROMAT. THERE IS NO LAUNDROMAT. ADDITIONALLY, IF HE COULDN'T TAP INTO THE HOSPITAL STAFF FOR CLIENTS; HE WOULD GO TO THE CBA!
- THE CARETAKER ROLE WAS POORLY DEFINED AND UNATTAINABLE.
- QUESTIONS ABOUT THE FUTURE OF THE MODEL AND SUCCESSION WERE RAISED IN HIS OPTION TO SELL THE PROPERTY.



5.

• THERE ARE TWO ASPECTS OF CONCERN:

- WITH THE LACK OF SUITABLE LOCAL RESIDENTS THE SOLUTION WOULD THEN BECOME THE VISITOR OR TRANSITORY TRAVELLERS. WHEN IS A BOARDINGHOUSE, A MOTEL?

- A REAL DETERIORATION IN THE CAPACITY OF CLIENTS WOULD DESTROY THE VIABILITY OF THE BOARDINGHOUSE MODEL AND FOSTER A MAJOR CHANGE IN THE AMENITY OF THE AREA.

SOCIAL DISFUNCTION IS THE LAST THING THAT A COMMUNITY (OF A SCHOOL, CHURCHES, BUSINESS, A SETTLED RESIDENTIAL COMMUNITY AND PROFESSIONALS) NEEDS TO DEAL WITH.

• THIS BUSINESS MODEL WOULD BE VIABLE IF APPLIED IN A LARGER CENTRE LIKE GOULBURN.

• MAKING IT TO FIT FOR YASS TOWNSHIP WILL LEAD TO DISAPPOINTMENT, NOT ONLY FOR JOHN MCGRATH, BUT ALSO FOR THE YASS COMMUNITY.

ii. THE ABILITY TO DEVELOP THE MEEHAN STREET SITE.

• THE PROPOSAL IS AN OVERDEVELOPMENT OF THE MEEHAN ST. SITE. THIS IS AN INAPPROPRIATE APPROACH IN TERMS OF SITE AND SITUATION.

• PARRAMATTA LOCAL GOVERNMENT RECENTLY REFUSED TO ALLOW THE BOARDINGHOUSE CONCEPT TO BE APPROVED ON THE BASIS IT WAS NOT AN APPROPRIATE DEVELOPMENT FOR THE SITE.

• THIS IS NOT A MOTEL! IT DOES NOT QUALIFY IN THIS ZONING.

• IT IS NOT IN SYMPATHY WITH THE ADJOINING SITES.

• OVERDEVELOPMENT REFLECTS IN THE CROWDING OF THE MAIN HOUSE AND THE ADJOINING TOWNHOUSES.

• EVERYONE IN THE LOCALITY OF MEEHAN STREET AND DUTTON STREET HAS VOICED THEIR OPPOSITION TO THIS DEVELOPMENT BECAUSE OF THE LOCATION OF THE SITE DEVELOPMENT; ALSO THE JARRING CONFLICT WITH THE AMENITY OF THE RESIDENTS LIVING IN THIS PART OF YASS; AS WELL AS THE CLEAR DETERIORATION OF THE SAFE LIVING FOR SCHOOL CHILDREN AT THE HERITAGE SCHOOL

6.

JUST TOO MUCH PACKED IN!

- YASS COMMUNITY PEOPLE NEED A CAR TO FUNCTION EFFECTIVELY. YET PROVISION IS ONLY MADE FOR 8 GARAGES TO HOUSE VEHICLES, FOR 16 RESIDENCES. OBVIOUSLY WELL SHORT!
- THIS WILL LEAD TO PARKING PROBLEMS BOTH WITHIN THE BLOCK AND OUTSIDE IN THE BUSIEST STREET IN YASS (WITH AMBULANCES, HOSPITAL TRAFFIC, CHURCH TRAFFIC, BUSINESS TRAFFIC, TRADIES TRAFFIC, HOME DELIVERIES, RESIDENTIAL CAR MOVEMENT AND THE EXCEPTIONAL AMOUNTS OF BUS AND CAR MOVEMENTS WITH THE MT CARMEL SCHOOL AREA).
- ACCESSING AND EGRESS VIA ONE ENTRANCE/EXIT FROM THE MEEHAN STREET SITE WILL LEAD TO CHAOTIC AND DANGEROUS SITUATIONS.
THE ENVIRONMENT WITHIN MEEHAN STREET WILL NOT BE ABLE TO HANDLE THIS.
- MEEHAN STREET / DUTTON STREET PARKING AREAS ARE AT CAPACITY NOW!

iii. MANAGEMENT (ON SITE) OF THE COMPLEX

- EXPERIENCE GAINED IN MR MCGRATH'S CANBERRA AND QUEANBEYAN BOARDING HOUSES WOULD BE CHALLENGED IN THE YASS SITUATION.
- QUESTION THE LEVEL OF SUPERVISION AND CARE?
- PHYSICAL CHECKS WOULD BE REQUIRED DAILY TO CHECK THE CREATIVE CAPACITIES OF CLIENTS, THEIR MATES AND FRIENDS.
- LOCK DOWN PROCEDURES COULD LEAD TO NEIGHBOUR DIFFICULTIES IF NOT ENFORCED.
- NOISE ELEMENTS MAKE FOR VERY UNHAPPY COMMUNITIES AS DOES THE IMPOSSIBLE TASKS OF A CARETAKER TO DEAL WITH ISSUES OF SOCIAL DISFUNCTION, HABITS AND SAFETY.

7.

iv. SITE AND SITUATION ISSUES REGARDING SAFETY.

THE YASS COMMUNITY IS KNOWN FOR ITS VALUES:

SHARING, CARING, ACKNOWLEDGING, ACCOMMODATING

THOSE WITH DISABILITY.

WALK DOWN COMDR STREET YOU ARE LOOKED IN THE EYE

AND ACKNOWLEDGED. IT IS A SAFE PLACE TO LIVE FOR

OLDER AND YOUNGER ALIKE; IN PARTICULAR THE SCHOOL

COMMUNITY OF MT CARMEL IS A WONDERFUL EXAMPLE

OF THIS SAFE COMMUNITY BEING PRACTISED.

ADDING THE BOARDINGHOUSE LOCALITY BETWEEN YASS

HOSPITAL AND THE MT CARMEL SCHOOL OFFERS SOME

VERY CONCERNING POSSIBLE SAFETY ISSUES.



8.

OTHER SAFETY REQUIREMENTS

THE DANGERS TO ENGINEERED WALLS AND DRAINAGE SYSTEMS.

PHYSICAL SAFETY IS PROVIDED BY THE THREE METRE HIGH ENGINEERED WALL COVERING THE WHOLE SOUTHERN WALL OF THE TOWNHOUSES.

NO PLAN FOR THESE SAFETY ELEMENTS IS SHOWN FOR THE PROPOSAL AND YET THE UNIT BUILDINGS IMPINGE ON THESE STRUCTURES AND THREATEN TO JEOPARDISE THE WHOLE SAFETY OF THIS PROTECTIVE SYSTEM.

PROPOSED UNIT PLACEMENT ON THE STEEP CONTOURED SOUTHERN BOUNDARY AREAS WILL LEAD TO SLUMPAGE AND MOVEMENT OF DRAINAGE WATER FROM THE AMBULANCE STATION.

THIS REQUIRES URGENT INTERVENTION FROM YASS VALLEY COUNCIL.

SAFE WORKING SPACE FOR EMERGENCY SERVICES

OVERDEVELOPMENT OF THE SITE MEANS INADEQUATE PROVISION OF WORKING SPACE, MOVEMENT, ACCESS AND EGRESS OF VEHICLES AND WORKING TEAMS FOR FIRE BRIGADE AND AMBULANCE.

FIRE RISK IS MUCH GREATER BECAUSE OF THE CROWDED TIMBER BUILDINGS AND THE NATURE OF THE BOARDINGHOUSE AND THEIR OCCUPANTS. THIS IS A REAL FEAR TO THE ADJACENT TOWNHOUSES.

9.

ADDENDUM

A POSITIVE ALTERNATE PROPOSAL

SO MUCH OF THE SUBMISSIONS ARE NEGATIVE AS THEY SHOULD BE, BECAUSE DA 210165 IS NOT A RIGHT FIT FOR THE RURAL TOWN OF YASS.

MR. JOHN MCGRATH'S EFFORTS SHOULD NOT REST ON REJECTION, BUT BE ENCOURAGED TO BUILDING A BETTER AFFORDABLE HOUSING SITUATION FOR YASS VALLEY COUNCIL.

A RIGHT FIT FOR MURRUMBATEMAN

WE DO CONTEND THAT THE COUNCIL SHOULD PERSUE MCGRATH'S BOARDINGHOUSE MODEL AS A RIGHT FIT FOR MURRUMBATEMAN. IT WILL ALLOW COUNCIL TO ESTABLISH A VIABLE APPROACH FOR AFFORDABLE HOUSING REQUIRED BY THE STATE, AND CREATE HOUSING POLICY IN AN AREA WHERE THERE IS NO AFFORDABLE HOUSING.

THE NEW PROMINENT PRIMARY SCHOOL ILLUSTRATES JUST ONE OF THE POSSIBILITIES FOR MR. MCGRATH.

THE BENEFITS TO MR. MCGRATH ARE VERY PLEASING.

HE HAS CENTRES IN CANBERRA AND QUEANBEYAN, SO THE LOGICAL EXTENSION TO MURRUMBATEMAN WOULD GIVE HIM A DIVERSE SOURCE OF CLIENTS AND BETTER CONTROL IN MANAGING.

THIS IS A NEW AFFORDABLE HOUSING FOR THE YASS VALLEY

WHICH JUSTIFIES COUNCIL USING ITS INVESTMENTS IN MURRUMBATEMAN TO ENCOURAGE MR. MCGRATH TO DEVELOP A CENTRE OF BOARDINGHOUSE / APARTMENT / MOTEL TO MET THE RAPIDLY GROWING NEEDS.

ALSO THE SALE OF MEEHAN STREET SITE FOR A GROUP HOME WOULD PROVIDE FOR ANOTHER HOUSING NEED IN YASS.

From: [REDACTED]
Sent: Friday, 16 September 2022 4:51 PM
To: [YVC Customer Service Team](#)
Subject: Development Application DA210165 - 141 Meehan Street, YASS
Attachments: [Yass Council Dev Application submission.docx](#)

[EXTERNAL] Please exercise caution when clicking on links or attachments from external sources.

Please find attached our submission raising areas of concern in relation to the above reference Development Application.

[REDACTED]
[REDACTED]
[REDACTED]

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<https://www.mailguard.com.au/mg>

[Report this message as spam](#)

From: [REDACTED]
Sent: Thursday, 15 September 2022 2:30 PM
To: YVC Customer Service Team
Subject: Objection to development DA210165
Attachments: [Mr Ian Dencker.docx](#)

[EXTERNAL] Please exercise caution when clicking on links or attachments from external sources.

Mr Ian Dencker

Acting Manager Development Control

Yass Valley Council

Dear Mr Dencker.

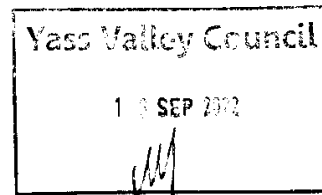
We wish to lodge our objection to Development Application DA210165 for 141 Meehan Street, Yass. our objection is attached to this Email

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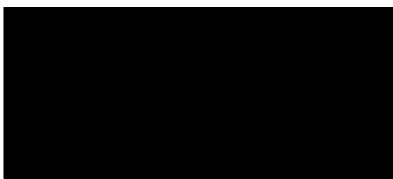
Mr Ian Dencker

Acting Manager,

Development Control

Yass Valley Council

Submission in relation to DA210165



After reading all the relevant documentation supporting this development application DA210165 for 141 Meehan Street Yass and attending a public meeting with the developer we have concluded the proposal has negative implications for people living in the area surrounding the development , particularly residents of [REDACTED] and more particularly residents who share a boundary fence with the development property.

The developer is of the opinion that traffic, disruption and intrusion to local residents will be at an acceptable and manageable level. We presume he bases the statements on the flawed traffic impact statements and the introduction of resident rules and regulations. It is difficult to maintain standards and rules at the best of times. If another manager or owner takes control no one can guarantee the outcome. Existing residents worry what it will be like in two, three or five years.

Looking at the development plans, the area chosen, the size of the block, the material to be used and the uncertainty over the source of residents makes this proposal unacceptable to surrounding residents. Residents paid hundreds of thousands of dollars to purchase a home in the Meehan and Dutton streets area. The proximity to the town centre, medical services and the quiet and peaceful nature of the area was chosen as a good place to live out their retirement. The prospect of a high density boarding house in close proximity is extremely unsettling.

We urge the Yass Council to reject this development proposal as unsuitable for the local environment.

We have five grounds for our objection as follows:

1. Unsuitable for the block chosen and the surrounding area

This development is not suitable for the size of the block and when completed will not match the existing types of homes in the surrounding areas which overwhelmingly house families or couples.

The development is more accurately described as a 2 star motel or bed sitter apartments. Townhouse residents bordering the development will be impacted by the fifteen workers/residents and their vehicles all housed on a standard residential block.

If the developer is unable to source residents from his target group of worker's the only alternative would be to seek renters on lower incomes or possibly welfare.

This would make it more difficult for the developer to achieve expected financial returns, maintain standards and present greater management challenge. In the end surrounding residents will be negatively affected.

There are no positives in this proposal for the residents who live and own homes in the surrounding area and they are determined to fight for the amenity and quiet life the area currently offers.

2. Insufficient time and information

Residents in the surrounding area have not had sufficient time or appropriate information to prepare and submit objections.

Following the public meeting with the developer, copies of the minutes and statements were to be emailed to those who provided their details. This did not happen.

The complexity of development regulations and the knowledge required to respond appropriately would be difficult for any person unfamiliar with the process.

The residents in the surrounding townhouses are retired or elderly and have found it daunting to respond in the timeframe provided. Appropriate council staff was not available to provide information to surrounding residents until Tuesday 12 September, just three days before the deadline to submit objections.

3. Traffic Impact

Traffic issues will exacerbate with fifteen workers/residents and their vehicles living on this residential size block. Impact statements were prepared without visiting the affected areas. The statement claims there will only be minor or negligible traffic impact. However anyone who knows Yass or who has walked down Meehan Street from the hospital or negotiated the intersection of Meehan and Dutton will tell you differently. A particularly difficult time is when students, parents and staff are arriving or leaving Mount Carmel School. Add fifteen additional vehicles and you have a recipe for congestion or worse.

Everyone needs a car in Yass because it covers a large area for a town of six plus thousand people and its proximity for shopping in Canberra.

The developer seems to believe that half of the proposed worker/residents will not have a car and will walk to work. That view is contrary to every person we have spoken to and who knows the comings and goings of Yass.

4. Impact of workers and their vehicles on the townhouses bordering the development

Fifteen residents/workers and their vehicles housed on the proposed site will impact existing residents. Three of the townhouses affected share the boundary fence at the rear of the proposed development. Worker/residents will park their vehicles in the rear carpark with only the boundary fence and not much more than 1.5 metres between the vehicles and the townhouse bedroom windows and walls. This will result in noise intruding into the townhouses when the vehicles leave and return. Likewise, returning vehicle headlights will shine directly onto the townhouses. Security lights may illuminate onto the townhouses and security cameras have a potential to infringe townhouse privacy.

5 Impact of worker/ residents on surrounding residents

The Meehan Street site is a standard residential block with townhouses on its rear boundary fence, not to mention other surrounding residents who will also be affected by this development.

Fifteen residents living in the development will introduce unwanted noise into the surrounding homes and disturb their quiet existence.

Worker/residents cannot be expected to stay in their one room accommodation.

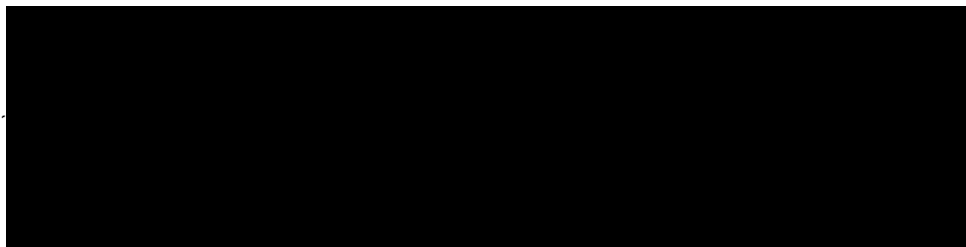
Anyone travelling and staying in motels and other similar forms of rental accommodation over the past few years will know that workers and others like to sit outside and chat, relax with a drink and sometimes smoke a cigarette. This can occur frequently but more so in the warmer months.

Fifteen people living on this residential block and coming and going and engaging in the activities of day to day life will at times produce loud music and loud raucous language. This type of activity will affect the surrounding neighbours. No amount of modification to this flawed concept will change this.

The restrictions the developer is planning to introduce will not be looked on kindly by the residents, who will not want to spend too much time just sitting in their room.

Fifteen workers need to wash their clothing, more so trade workers. The plan indicates one washing machine on site which is nowhere sufficient for the numbers of resident/workers.

There is no laundromat in Yass. The site map seems to indicate there will be nine drop washing lines spread along the front and rear boundaries of the sited which could prove to be unsightly.



From: [REDACTED]
Sent: Friday, 16 September 2022 9:11 AM
To: [YVC Customer Service Team](#)
Subject: Development Application DA210165 - Submission
Attachments: [REDACTED]

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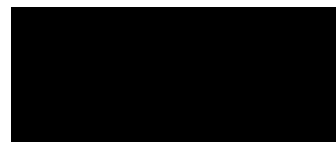
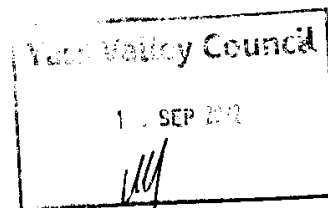
Attention Mr Ian Decker

Please find attached my submission in relation to Development Application DA210165 – 141 Meehan Street.

[REDACTED]
[REDACTED]

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<https://www.mailguard.com.au/mg>

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Mr Ian Dencker

Acting Manager Development Control

Yass Valley Council

Submission in relation to Development Application DA210165 – 141 Meehan Street, Yass

I wish to express my further concerns regarding the proposed development at 141 Meehan Street Yass as a boarding house. Having now had the opportunity to peruse the material recently posted on the Yass Valley Council website, my earlier unease has not been allayed.

The kernel of my concern is that (a) the proposed development is a very poor “fit” on the site and (b), the proposed management procedures don’t stand up to scrutiny.

I note the material prepared for the developer and the undertakings that he has given regarding the management of the boarding house, but have concluded that the development will, in effect, be a motel utilised (initially at least) by short to medium term visitors to the town (the clearly inadequate laundry facilities point to this). There is probably a need for such a facility in Yass - Council would be better across this than I. The probable clientele that come to mind are construction workers employed in the district, professional and semi-professional workers, and transport industry workers, all of whom would almost certainly own or operate a motor vehicle, in some cases, possibly a very large vehicle.

Particular concerns are:

- The provisions for on-site parking are clearly inadequate. Residents of the complex will need to park nearby, putting strain on a very busy section of Meehan Street and extra strain on the North-Eastern end of Dutton Street, which already has its own share of traffic problems. Vehicles parked could very well include trucks.
- Should there be an emergency, access for Ambulance and Fire Brigade vehicles is clearly poor and may not even meet standards required.
- During the construction phase, there is significant risk to the integrity of the wall(s) in close proximity to Units 5 and 6, 43 – 5 Dutton Street, a matter that appears to have escaped notice.
- Though I don’t query the intent of the developer, the proposed management model is a very poor one and I suspect that many of the proposed restrictions would, in effect at least, be

unenforceable. In addition, should the enterprise change hands, the next owner would not be bound in any way by Mr McGrath's undertakings re the management regime and

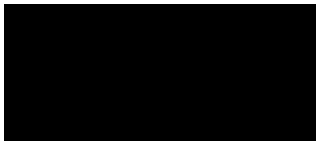
- The management of waste disposal (garbage and recycling) could be problematic in a busy and awkward section of Meehan Street.

I must add – whatever the category of resident at the boarding house/motel, I do have strong concerns re the possible impact on the quality of life of the adjoining residents, the clear majority of whom are elderly.

Should my prognosis be wrong, and it does become a boarding house (more in the traditional sense of the word), given the fact that some of the clients may have disabilities or may be on the fringe of, or seeking to make their way back in to, town society, the proposed management regime and the architecture of the proposal are, to my untrained eye, clearly inadequate.

I am not doubting the need for such a facility (how we look after our vulnerable persons is of the utmost concern), but given the inadequacies outlined, the proposal has the potential to be a disaster.

Thank you for the opportunity to comment.



From: [REDACTED]
Sent: Thursday, 15 September 2022 2:29 PM
To: [YVC Customer Service Team](#)
Subject: Development Application DA210165 - 141 Meehan Street YASS

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SUBMISSION IN RELATION TO THE ABOVE PROPOSAL (DA210165)

Dear Sir/Madam

I write with regard to the DA for construction of a BOARDING HOUSE at 141 Meehan Street Yass. I have grave concerns about this development on THIS particular block, and on THIS particular street. These concerns remain with me despite the very colourful, positive, and no doubt expensive reports that the developer has compiled in reply to the public meeting he chaired some months ago. My major concerns are as follows :-

TRANSPORT AND PARKING:- Meehan Street is at it's narrowest at the proposed development, with only 3 street parking sites available between Dutton Street and the Hospital. The proposed development, whilst only having 15 rooms may well at times be having to find parking for up to 30 vehicles, given visitor attendance etc. I note with interest that the Traffic Report by Traffic Eng. Centre P/L states in item 3.1 on page 6, that no on-site inspection was carried out. Instead relying on a software map to gain information about the site and the relative traffic movements. It therefore has no information regarding the 30 odd bus movements a day arounds the Dutton St/ Meehan St intersection, not to mention the fact that the intersection in question is by far the most confusing and dangerous in Yass, given the railway lines divide the roadway. The traffic dropping and picking up from Mt Carmel School is chaotic at best

both morning and afternoon, and parking by teachers is at a premium. I witness these problems on a daily basis.

REZONING :- We, like others in our community of [REDACTED] collectively paid around \$4.5 million for the privilege of living in a village that was constructed to "over 55's" requirements, and have been happy and content to be paying over \$20,000 in rates annually. The proposed development, should it go ahead will have an enormous negative impact on the lives of everyone here (average age 80), but more importantly, 3 of our villas will have their bedrooms within 3Mts of the proposed back fence carports, and about 7 Mts from the back steps of 5 of the rooms of the Boarding House. Everyone's fear is that this will soon move from a Boarding House status to a Motel Status. Given my experience, those fears are well founded, regardless of the developer's seemingly good intentions.

ENVIRONMENT AND SOCIAL IMPACT :- On reading the Social Impact Study from the developer, one can only come to the conclusion that it's merely a wish list. Similar ventures in Wagga have ended as social disasters. Within 150 Mts (using Mr McGraths tape) there is a Hospital, and Ambulance Station, a Primary School, 2 well attended churches, a child phycologist, and around 12 owner occupiers over the age of 80 (3 over 90), who like to walk the area as best they can without the added concerns that a high density dwelling will bring.

ACCOMMODATION :- The perceived notion that the proposed accommodation will primarily benefit hospital and ambulance staff is flawed. The hospital staff mostly live locally with visitors now accommodated on site. Ambulance staff all live locally. When informed of these facts at the public meeting, Mr McGrath then suggested that Bank staff would be lining up to take advantage of his boarding house. This, at a time when banks are closing branches and downsizing? The developer quoted how successful his similar investments were in Canberra and Queanbeyan, however those developments are in close proximity to training hospitals with enormous staff rosters. Quite different to our Rural needs.

SAFETY :- One of the most worrying concerns is one of Health and Safety. It cannot be overstressed that the ridiculously small driveway, which in itself is inadequate enough for the possible number of resident's and visitor's vehicles to enter, turn,

pass, and exit, ..in no way, in case of a medical emergency, or a raging fire, would a fire engine or an ambulance be able to negotiate. This is an extremely important issue, given the weatherboard construction of the dwelling, and the developer's vague ideas on the site's Management and supervision.

By no means are we discounting the fact that there is some need of a form of Social Housing in the Yass Valley, as well as more affordable Motel type accommodation, we really think that this area would be the last place suitable for such a development. It's just a bad fit for that block of land unfortunately. If anything, I really think the whole precinct, from the Hospital to Comur Street should be rezoned to Low Density. I believe history will harshly judge a positive decision regarding this application.

Yours in appreciation,



From: [REDACTED]
Sent: Thursday, 15 September 2022 2:57 PM
To: [YVC Customer Service Team](#)
Cc: [REDACTED]
Subject: Development Application DA210165 - 141 Meehan Street, YASS:
SUBMISSION
Attachments: [REDACTED]

[EXTERNAL] Please exercise caution when clicking on links or attachments from external sources.

Good afternoon,

Please find attached my submission in relation to the proposed development application for the property located at *141 Meehan Street, YASS*.

I would appreciate it if you could attach my submission to the file and include me on your register for receiving further information re this project.

Yours sincerely,

[REDACTED]

From: [REDACTED]
Sent: Friday, 16 September 2022 3:29 PM
To: [YVC Customer Service Team](#)
Subject: Submission to Yass Council Re: DA210165 141 Meehan Street
Attachments: [Submission To Yass Valley Council Re DA210165.pdf](#)

[EXTERNAL] Please exercise caution when clicking on links or attachments from external sources.

The General Manager,
Mr Chris Berry

Dear Chris,

I want to thank you for this opportunity to again submit a document in response to the Development Application DA210165.

I have previously provided a submission to Council Re this Application, and since the Application has been modified and re-opened for public comment I have taken the opportunity to refresh and further expand on my comments.

There are a number of questions within my submission on which I would appreciate and request your response prior to the matter going before Council, as I may wish to address Council on the Application.

Thank you again.

12 September 2022

Yass Valley Council
209 Comur Street
Yass, NSW 2582

To whom it may concern

RE: Objection to the Development Proposal (DA 210165) – 141 Meehan Street Yass, NSW 2582

I am a concerned owner in [REDACTED]. My wife and I object to the DA 210165 – building proposal for 141 Meehan Street, Yass 2582.

I attended the meeting that John McGrath organised on Monday 2 May 2022, which had over 30 concerned Yass residents that own properties within the area of Mr McGraths development. Not one person was happy with his proposed 15 room Boarding House. He told the group that he had made changes to his original proposal back in 2021.

He had documents for people to view on a table, of the changes, but nothing for people to take away. People asked if they could send the information, Mr McGrath took peoples details. We never received anything until Yass Valley Council letter we received dated 30 August 2022 that Mr McGrath had provided Council with additional Information, and we have to the 16 September 2022 to respond to the proposal.

We still object to this development, I also have the new Yass Ambulance station backed onto my property and I have a major drainage issue from their overflow I am concerned that this development will impact further on the drainage issue that is not being fixed.

I have read the Traffic Impact and Parking Assessment dates April 2022; I disagree with this report as the person that put the report together is located in North Sydney. On page 6 of the report states that the site 141 Meehan Street, Yass was not inspected as part of the study.

I find this study to be false and misleading as if the company had come to Yass in person and assessed the area the report would have been written differently.

There are also several other concerns that we have with this development:

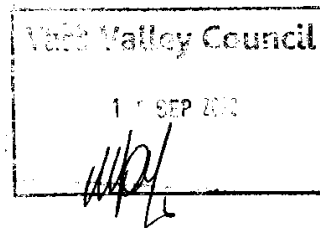
1. Traffic on Meehan Street and Dutton Street
2. Parking space (8) for the residents (15), there still is not enough
3. Type of potential residence occupying the boarding house.

Regards

[REDACTED]

7 De Mestre Street
YASS 2582
September 14th 2022

1



Yass Valley Council
PO Box 6
YASS 2582 NSW

DA 210165 141 MEEHAN STREET YASS

Dear Sir Madam

We are writing to make a submission in relation to the DA at present under review at YVC. The proposal is to develop a boarding house in Yass at the address mentioned above. We are opposed to the development and will outline our opposition however we wish to firstly highlight our very serious concerns as to the quality and ownership of the Social Impact Statement. (SIA)

The Social Impact Statement and its presentation, raise questions relating to its authenticity, its independence and competency of the author, whoever that is. The front cover has:

- a cover
- the Address of the property
- states that it was prepared by the NM Design and Consulting Group. Just who are they? Precisely who are they and what did they do?

Absent from the report are the following which one would expect to find if the SIA was prepared a professional qualified Social Scientist who belongs to an appropriate professional body.

- No author is listed. This document therefore has no provenance.
- No peer review by a colleague.
- No business name, address or phone number.
- No company name or letterhead.
- No company logo
- No ABN
- No letter of indemnity, stating that they are totally independent of the Developer and the individual who prepared the DA.
- The document doesn't have the page numbers or the name of the company who prepared the report at the bottom of each page, along with the page number.
- There was no record of NM Consulting on the ASIC company register, so does it exist as a business?
- There are no controlled in fabrication. ie. it is written as a word document and could be easily altered.
- There is no copyright written on the document.
- There doesn't appear to be mention of a site visit in the report.

- The report should also include:
 - a signed declaration that confirms the date of completion of this report
 - a statement that confirms that the information in the report is relevant
 - a statement that declares that the author/s understand the legal and ethical obligations and that the information provided in the report is to the best of their knowledge, true and
 - information is provided in the report that lists their qualifications, experience and the professional memberships of all authors.

The inclusion of the four items listed above should be imperative to maintain the integrity of the process. The “dot “ point above should be seen as Best Practice and we would urge that the Council adopt this for every report that is prepared in a Development Application.

At first glance, it appears to be an attempt to pass this document through Council as a genuine document, prepared by a consulting firm. No author has been provided and it is because of this, that we have very serious concerns regarding the independence of the report. There is nothing to indicate that this is a truly impartial, independent report. What is the Developers role in this report? Or the group that prepared the DA? The document should declare any involvement which they have had in the preparation of this document, as it would clearly be a conflict of interest. For these details to be omitted, it could be seen as engaging in deceptive and corrupt behaviour. As ratepayers we have to trust in an open fair and honest system and if a developer has indeed engaged in the writing of this report without declaring a conflict of interest it is at best deceptive.

Under the guidelines provided by the NSW government, authors of SIA documents should outline the lead authors experience, their qualifications, their area of expertise as a Social Scientist and be a member of a relevant professional body. None of this is in the report. It is a very poor example of how an SIA should be written and just because we live in a relatively small rural town, this shouldn't mean that our expectations should be lowered to accept the lowest standard of reporting. As a professional document, it is not even worthy of consideration.

The level of engagement with the community in relation to the SIA has been poor. No consultation was held with the neighbours before the first submission. There was a meeting held in May where the community were given the opportunity to hear from the Developer. No attendance record was taken however names and addresses were taken from individuals who wanted further information from the developer. No one I have spoken to was ever contacted. It is not unreasonable to expect that the author writing the SIA would refer in some detail in their report to demonstrate the positive attempts to engage with community.

There is also mention of a “local area survey”. For that to be valid and referred to as a genuine attempt at community engagement, the results of the survey should have at the very least, been included as an appendix to the document, including the questions of the survey, the time frame under which the survey was taken, how it was conducted and an analysis of the findings. As there is no record of the specifics that I have mentioned one would have to seriously doubt that there ever was a survey.

3

The report fails to understand the true nature of the workings of our community, there seems to be a fixation on satisfying a business model rather than trying to understand the reason why young people leave and why they don't stay. The drift by young workers away from Yass really starts before they leave school so many go to Canberra to school, study, then they stay as the wages in the ACT are generally higher than in a small rural town. If they return it is when they are getting married or have a family of their own. There are more social opportunities in Canberra, another reason why the young workers do not stay here. Those that do stay, are those who have family connections and friends, and their choice of accommodation is often shared housing where they can socialize in the manner of their choice and in hours of their choosing.

In this SIA presented to Council, there is no mention at all of information from government authorities (eg Bureau of Statistics) in relation to the demographics of our workforce or the demographics of our population in relation to housing needs. Yes, there is a shortage of accommodation at the moment but there is only a finite time for the surrounding area to support the construction of windfarms. If we are going to be presented with the change to a housing model that a large number of people don't want, we would like evidence. Factual, evidence based information that clearly demonstrates the need for a boarding house would at least give this proposal some authenticity. The SIA presented is scant on evidence with a lot of assumptions, repetitions and generalizations.

We are opposed to the preferred tenant idea as it is outdated and elitist. It is not inclusive and implies that professional people are better behaved and won't cause problems. Lived experience is that people behave badly from all walks of life, not just people on low incomes or who don't have the advantage of a University education. And to suggest that to appease the local residents is really offensive. We wish him well with that rather outdated idea. If he really understood the workforce here, he would be rethinking his business model. There actually have to be professional jobs for people to want to work in Yass. It is with some amusement that on his list of desirable tenants are some of the most endangered species in the workplace, teachers, nurses and bank workers.

We have both lived here for over 26 years and in that time, we have seen the change to the local workforce and it has absolutely nothing to do with the lack of accommodation. Two things that have contributed to the decline in professionals coming here is better transport and access to technology. For example, in NSW the average age of teachers is 48 and the average age new graduates stay in teaching is 5 years. In three schools we are associated with there are very few young teachers who are young and single. If there are, they go to Canberra because they have more social opportunities, better services and a degree of anonymity. This certainly applies to young teachers who come from bigger cities.

Bank workers, are certainly not worth depending on to sustain a business model. Westpac have announced that they are closing their local branch in December. It has been confirmed by the local manager of the CBA and a current director of the Board, that since COVID, the bank policy is to employ locals. They will send staff to train a local person but they will always give preference to employ local staff. So long term rentals for bank staff would not be a dependable option.

4

And the police force, as a workforce, they take care of their own accommodation. One would seriously question why a worker who works shift work like paramedics, police and nurses would want to live in a boarding house with other people, given that they often are called out during the night and often have to sleep during the day. Communal living is neither quiet or private and there are serious questions concerning privacy that would deem a boarding house as unsuitable place of accommodation for all emergency workers.

It should also be pointed out the under OH&S, if an employee is on a secondment and their employer is contributing to their accommodation costs, a boarding house may as judged an unsuitable type of residence, as company insurance will not cover the worker in boarding house accommodation. This certainly does apply to large corporations.

The topic of windfarm workers needs to be addressed as they are certainly a contributing factor as to the shortage of accommodation in Yass at the moment. One gains the impression that this is the real reason why this type of accommodation is being put forward to Council as a solution to the accommodation problems. It has absolutely nothing to do with providing accommodation to professional workers who come to Yass. This is about opportunistic greed. The construction of windfarms will come to an end, the district will reach saturation point and where will that leave this development if it is approved? The renters or companies with the generous bank balances will leave and Mr McGrath will have an empty building and then who will rent the cell like rooms? What is to stop Mr McGrath from letting out the rooms to a social housing organization in the future? Despite protests to the contrary, this business model isn't sustainable so he has to fill the place to make money from another source. We are opposed to this development as the community will be left with a building that is out of character with other developments in Yass. It is urban infill and it is rather a shame that Mr McGrath doesn't see the value in selling the house if he is not prepared to live in it himself, perhaps to a family who could extend the current dwelling and create a family home.

We are opposed to the boarding house style of accommodation as it really is setting a really low bar in terms of how people should live in the C21st. The boarding house model of accommodation, 14 rooms on such a small site is just appalling. No privacy except in one's room (6x4 metres approx.), having permission to use a communal area when having friends over, restricting how many people can use the communal area at any one time, with limited guest numbers and confined to sleeping in a single bed. The use of a single bed, which a resident has to purchase themselves, fails to take into account the changing shape both in height and weight of the average population. In the 1950's men and women were smaller, as a population we are heavier and taller than ever before, primarily because of the significant change in our diets. What surprises us, is that this type of accommodation, along with the rules that people have to abide by are so punitive that one would have to question why an adult in the C21st would be prepared to accept that it is a normal way for adults to live in Yass. A monastic life may have served the religious communities of the world for a long time but even they are coming to an end, and yet Mr McGrath expects adults to live like this. No consumption of alcohol in the shared space, residents drinking in their rooms, perhaps alone, what would the Alcohol and Drug Authority think of this as a type of social behaviour?

5

At least the traffic report had some semblance of professionalism, even though its contents and outcomes are questionable. The author didn't have to state on his report that he hadn't visited Yass because it was obvious. For this report to really have some validity, a summary of the different types of transport available to residents should have been done. To give a true picture of transport provided in Yass it should have included the fact that there is no public transport on weekends at all. The bus services are limited to travelling to Canberra, early in the morning for school students and workers, and for a return journey in the evening. Therefore, anyone who takes up accommodation in a boarding house will be confined to Yass every weekend. We should be flattered that the author of the report, Zoran Bakovic referred to Yass as a city, perhaps he knows something about the town we all are not privy to. We really take issue with the assumption that at least half of the residents won't have a car space and will walk to work. Just where will they walk to when it is -4°C in winter? Are they expected to walk to the local hotel for a meal or a drink when it is exceptionally cold? Living here in the cold weather presents a lot of problems. If half the residents in this development don't have a car space for a car, and they have limited access to get out of town to purchase items they can't get here in town do we honestly think that they will stay in Yass?

If this development were to be approved, and ends it up that a lot of the residents are windfarm workers, where will they park their vehicles? Because they work on different sites, they all have their own vehicles that takes them out of town for work, where do they park their utes and cars if there are only 8 car spaces? They will not be able to park on the street at the front of the boarding house as it is a "No Standing Zone" with a double white line in the centre of the road that runs up to the hospital. It has been this way for more than 25 years because of the movement of emergency vehicles down Meehan Street. Failure to mention the movement of these emergency vehicles which will directly affect the movements of vehicles in and out of the driveway of the premise. This is a glaring omission.

There is already a significant problem getting parking at the hospital. At certain times of the day, there is a significant problem with the number of cars parking at Mt Carmel and to omit all of this data is a demonstration of why someone writing a transport should visit the site that they are reporting on. One of the purposes of the study was to, "review the current traffic and parking arrangements within the relevant vicinity of the development site." Our experience of owning the Doctors surgery is that there are problems with the safety of Meehan Street, due to the gradient of the street, the speed at which cars travel down the street, and the speed at which emergency vehicles must move away from the hospital and the Ambulance Station. Safety is very much on the locals residents minds who live in the area and to state that were safety issues identified, reflect poorly on the author of the report, He did not accurately report on the area.

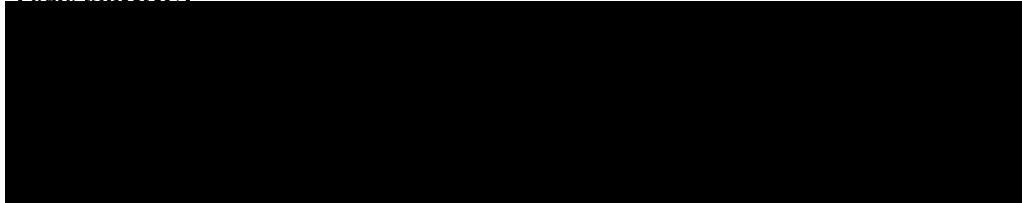
Overall, the report is in no way comprehensive and shows a very superficial understanding of the transport movements surrounding the development, the brief is written in such a way to reflect positively on the development and is therefore not objective.

6

As property owners and residents of Yass who will be directly impacted by this development well into the future, we urge the Council to reject this proposal of a boarding house.

Thank you for your time in reading our submission,

Yours Sincerely,



From: [Yass Valley Council](#)
Sent: Wednesday, 14 September 2022 11:10 AM
To: [YVC Customer Service Team](#)
Subject: Public Consultation online submission [#556]

[EXTERNAL] Please exercise caution when clicking on links or attachments from external sources.

Name *	[REDACTED]
Address *	[REDACTED]
Email *	[REDACTED]
Phone Number *	[REDACTED]
What item are you making a submission on? *	DA210165

Submission *

An additional page to my earlier comments not completed. 14.09.22 10.35am.

We would like to comment on something that we would like to believe has been considered by the Traffic Plan.

From our home just down the road from the hospital and ambulance station we observe the usage of Meehan Street by the ambulances. As expected in emergencies, and they are a regular occurrence, the ambulances either bring patients in or are travelling to a situation where time is of the essence, and they are, as expected. moving quickly. They do not always have their siren on in some circumstances. We have a fear that the driveway from the site of the proposed guest house, being the only access to the site and not being the most exposed entrance (particularly when cars are parked in the street) will represent a potential collision area that will need the utmost diligence to ensure we don't witness an unwanted outcome that has occurred, Thanks you for the opportunity to express our concerns. The Council has a heavy responsibility re submission DA210165. [REDACTED]

From: [Cr Mike Reid](#)
Sent: Friday, 3 February 2023 11:12 AM
To: [Julie Rogers](#)
Subject: Fwd: Re DA 210165 Meehan Street Boarding House

Hi Julie this is the email I spoke of (I received about 10 identical copies)

Get [Outlook for iOS](#)

Cr Mike Reid | Councillor
M: +61 (0)412 078 475



Sent: Wednesday, February 1, 2023 3:42 pm
To: Chris Berry <CBerry@yass.nsw.gov.au>
Cc: Cr Allan McGrath <AMcGrath@yass.nsw.gov.au>; Cr Jasmin Jones <JJones@yass.nsw.gov.au>; Cr Adrian Cameron <ACameron@yass.nsw.gov.au>; Cr Cayla Pothan <cpothan@yass.nsw.gov.au>; Cr Cecil Burgess <CBurgess@yass.nsw.gov.au>; Cr Jim Abbey <JAbbey@yass.nsw.gov.au>; Cr Kim Turner <KTurner@yass.nsw.gov.au>; Cr Kristin Butler <KButler@yass.nsw.gov.au>; Cr Mike Reid <MReid@yass.nsw.gov.au>
Subject: Fw: Re DA 210165 Meehan Street Boarding House

[EXTERNAL] Please exercise caution when clicking on links or attachments from external sources.

**ADDITIONAL INFORMATION FOR COUNCILLORS
REGARDING DA 210165**

THIS DOCUMENT WAS PREPARED AND OVERWHELMINGLY SUPPORTED BY THE RESIDENTS OF [REDACTED] FOLLOWING THEIR OWNERS' CORPORATION ANNUAL GENERAL MEETING ON THE 26th of SEPTEMBER 2022.

THE MEETING VOTED UNANIMOUSLY TO FURTHER EXPLAIN THEIR OBJECTIONS TO DA 210165 TO ALL YASS VALLEY COUNCILLORS AND RELEVANT SENIOR COUNCIL STAFF, BECAUSE THE OWNERS FELT THEY HAD INSUFFICIENT INFORMATION AND KNOWLEDGE OF THE OBJECTION PROCESS TO FULLY RESPOND WITHIN THE TIME ALLOWED.

THE FOLLOWING DOCUMENT CLEARLY DEMONSTRATES IN DETAIL WHY MR JOHN MCGRATH'S ONE ROOM NEW GENERATION BOARDING HOUSE SHOULD BE REJECTED BY THE COUNCIL. THE DEVELOPMENT APPLICATION FAILS AND SHOULD BE REJECTED BECAUSE IT DOES NOT MEET THE SEPP LEGISLATION REQUIREMENTS AT THE MOST BASIC AND IMPORTANT LEVELS.

THE DOCUMENT ALSO DEMONSTRATES THE DEVELOPMENT IS UNSUITABLE AND OUT OF CHARACTER FOR THE PROPOSED AREA.

WE STRONGLY URGE YOU AND ALL OTHER COUNCILLORS AND SENIOR STAFF TO READ THIS DOCUMENT CAREFULLY AND CONSIDER THE RATE PAYERS WHO ARE AGAINST THIS PROPOSAL AND WHO WILL BE AFFECTED BY THIS DEVELOPMENT.

YOURS SINCERELY

[REDACTED]

01 February 2023

DA 210165 RE MEEHAN STREET BOARDING HOUSE
MUST NOT BE APPROVED

WRONG DECISION:

If approved by Council, it will be an ad hoc decision.

There is no prepared Strategic Plan for Affordable Rental Housing in Yass (or Murrumbateman).

Such a decision will not fit into any Affordable Rental Housing Plan.

It is at odds with all good decision making.

WRONG BUSINESS MODEL:

Affordable Housing is defined as providing below market rents to tenants. Yet the Meehan Street boarding house will charge rents of >\$400 per week.

This is not Affordable Housing.

WRONG CHARACTER:

Single room housing does not fit well in this area.

It is not a socially acceptable housing type.

Seventeen "butter boxes" will be so crowded to prevent a workable site of good amenity.

WRONG SITE:

It is a confined suburban block with limited access.

Vehicles must reverse out onto two lanes in Meehan Street.

Dangerous and chaotic.

Problems for fire and ambulance vehicles.

WRONG SITUATION:

There are many non-residential uses competing for space in this area, including Yass Hospital, the Ambulance Station, two churches (services and funerals), Mount Carmel Heritage School and the Railway Museum, as well as single dwelling houses and units.

WRONG STREET:

This area of Meehan Street is most difficult - a crazy area because of its busyness.

It is narrow, has speed limits of 40 and 50 (commonly exceeded!). Double lines in the centre (often crossed by vehicles!). Limited parking, odd street take offs, railway lines, distinct zig-zag outside the Hospital and Ambulance Station, churches at either end of the street, and the Mount Carmel Heritage School.

WRONG SOLUTION:

Canberra suburbs have had several Affordable Single Room Boarding Houses over time which have **not survived and been bulldozed** to the ground. The common element to explain why these attempts did not succeed relates to the difficulties residents felt from being confined to their time spent in one single room. NSW Housing SEPP rules state the housing must exist "in perpetuity", which would not allow bulldozing.

WRONG PEOPLE:

With all the goodwill for success in providing Affordable Rental Housing, **changes happen** within communities. They become unstable.

What becomes difficult to handle is the **deterioration of behaviour** of residents.

The chain reaction of this is very sad.

Ask the police.

Ultimately police spent large parts of their duties visiting sites dealing with disruptions.

The final part comes when the situation attracts unsuitable tenants.

The answer has been to bulldoze the boarding houses.

A RIGHT APPROACH

The following **Incompatibility Aspects Table** outlines how the character of the local area contrasts to the features of the proposed boarding house.

The table gives every reason for Council to conclude that **the boarding house** will conflict with the character of the special community in this part of the Yass township.

Put a stop to the eight wrongs detailed above.

The proposal does not comply with the provisions of the November 2021 Housing SEPP legislation.

COUNCIL IS BOUND TO REFUSE THIS APPLICATION DA 210165

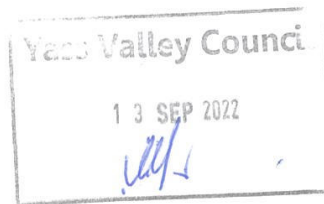
HOUSING SEPP PLANNING PROVISIONS
ITEM 5 - COMPATIBILITY WITH LOCAL AREA CHARACTER
INCOMPATIBILITY ASPECTS OF THE PROPOSAL

ASPECT	[REDACTED] CHARACTER	MEEHAN STREET BOARDING HOUSE FEATURES
FEATURES	Spacious - 15 owners on 4100 m2 Strata - 8 room townhouses Verandahs	Crowded - 15 renters on 1400 m2 Below Market Rental Accommodation Single room rentals
CONSTRUCTION	Architectural brick/colourbond roof Excellent fit out Garage with internal entry	"Timber butter box" Limited ordinary fit out 4 open remote carports
ACCESS	Good access- wide concrete access/exit with two turning areas for emergency vehicles/visitors parking	Poor access - one narrow exit by reversing into road Danger for emergency vehicles Chaotic and dangerous movement
DRAINAGE	Engineered 3 m wall/drainage system controlling 10 townhouses	None evident - current problems exist for neighbours Leads to other problems
FIRE	Excellent facilities for fire engines Turning areas in 2 places Services easily available	Difficult access - no turning areas No working space - crowded timber building risks Highlights crowding - No separation Risks with tenants

ASPECT	[REDACTED]	MEEHAN STREET
--------	-------------------	---------------

	CHARACTER	BOARDING HOUSE FEATURES
QUIET AMENITY	<p>A considered supportive community, low noise, safe townhouses with both privacy and good outlook</p> <p>Gardens show both private and public awareness</p>	<p>Noise from outside activities will be intrusive to neighbours - design encouraged by crowding and outside meeting space.</p> <p>Controls imposed on tenants will be restrictive to good harmony</p>
SAFETY	<p>Excellent internal and external design</p> <p>Privacy in good design, reduces risks and movement</p> <p>High level of care of people and the townhouses</p>	<p>Risk to disabled demonstrated in plans.</p> <p>Caretaker controls with rules will threaten harmony.</p> <p>Problems with social dysfunction imposed on the school community and township</p>
ZONING	<p>R3- Owners connected to management, settled, accomplished, individuals committed to our community</p>	<p>Zone? Remote ownership</p> <p>Limited commitment with part-time caretaker resident with little authority</p> <p>The social report says tenants are to be middle income earners - this does not meet the SEPP housing provisions</p>
THE BUSINESS MODEL	<p>Viable ownership</p> <p>Stable patterns</p>	<p>Unstable tenancies</p> <p>Not a particularly affordable housing option in rural Yass</p> <p>Viability could lead to a substandard complex</p>

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<https://www.mailguard.com.au/mg>



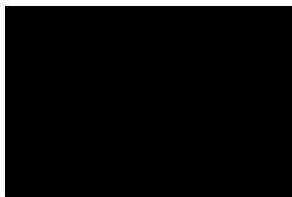
Submission to Council re Development on Meehan Street

Application DA 210165

We wish to lodge a complaint about the development of a boarding house in Meehan Street Yass.

We feel it is inappropriate to have that type of accommodation in an area of the size of the site in question.

The development does not allow for adequate parking. Since Meehan Street has double lines for a good distance either way from this property, the planned (approx) 8 parking spaces is not adequate for 16 tenants.



12.09.2022

8-9-22.

Ian Dencker.

We are very concerned about the proposed building to be built along our boundary.

We have a very high brick wall and fence and are worried if the excavation is going near our back wall and side fence which could cause ~~or~~ our high brick wall to crack and be dangerous.

We would like to meet with you to ask about this building

Development application DA210165 141 Meehan ST Yass.

From: [REDACTED]
Sent: Wednesday, 21 September 2022 2:30 PM
To: [YVC Customer Service Team](#)
Subject: Attention Ian Dencker

[EXTERNAL] Please exercise caution when clicking on links or attachments from external sources.

Mr Ian Dencker

Acting Manager Development Control

Development Application DA210165 -141 Meehan Street Yass

Dear Sir

We are writing to express our dismay that the residence of Fifield Lane have not been included in the consultation process of the above Development Application.

It has come to our attention today that submissions have closed.

We are amazed at how inept the Council is in not recognising the direct traffic problem at the point of Fifield Lane and Meehan Street. Any development in this area will have an adverse effect on Meehan Street and the direct access to the hospital and fire station. Often very fast traffic ambulances etc travel Meehan street.

Further It is now 4 years of no action by the council on the lack of signage and the parking problems of the past in the area of the previous Yass Medical Practise. There have been time when access to the lane has been completely blocked by those parking

and blocking the entrance.

Further development in this area must add to the lanes access problems.

We appreciate we are not direct neighbours to the development however all residence in the lane will be severely impacted

.

It is only time before a major accident occurs.

In order for the council to make a correct decision they must consult all Fifield Lane residents.

Yours faithfully

A black rectangular box redacting the signature of the sender.

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Development Application No. DA.210165

For land/premises LOT B DP: 153884

141 Meehan St Yass NSW 2582

Public Submissions to Council & Responses

General Response

The general response is to establish a more detailed vision of the development, the need for the development, the appropriateness of the development & its location. Some of the information under General response is also applicable to replying to individual matters raised in submissions .

A great deal of consideration was given to the submissions received.

Some submissions raised valid points & the plans and reports have been varied accordingly. Some were just seeking further information and this has been provided.

Some submissions were based on personal emotional dislike of any boarding house and in particular in this R3 zoning area. It should be noted that this area does not allow the building of freestanding detached housing and these submissions need to be balanced against the desire & needs of the whole community.

Some of the submissions contained inaccuracies regarding room sizes, proposed usage, tenancy types, occupant types, windows, privacy, and permissible development under R3 zoning. These inaccuracies combine to give a false impression of the effect of the boarding house on the local area.

All of these matters have been addressed in the following pages.

This new generation boarding house is formulated to attract a clientele which is largely based on single people who require moderately priced affordable housing close to work, sporting facilities, retail and services and community events. People such as medical professionals, nurses, police, students, teachers, and the like. Some submissions had misconceptions about prospective tenants, assuming they were possibly undesirables. While this generalised portrayal of old boarding house tenants has probably never been fair, it is particularly untrue of the new generation of boarding houses.

New generation boarding houses are very different products following new planning controls, tenancy agreements and registration requirements and they target different sections of the community.

The rooms are self-contained with living areas, kitchenettes, and en-suites, more akin to studios. They are also subject to formal long term occupancy agreements that offer tenants (and landlords) more security and certainty. A growing section of Australia's population doesn't live in nuclear families, and the housing stock is shifting alongside this.

There is an unmet need for more diverse choices for people who want to continue to enjoy the amenity of suburban neighbourhoods and keep their existing social networks there.

The proposed development will assist in meeting the objectives of both Council and the NSW State government to increase the availability of single person households, adaptable housing and affordable housing to enable people who might otherwise have to leave the area stay in Yass.

This boarding house is intended to meet demand within the local community without any negative impacts. These people aren't looking for large family houses on large blocks and often afford them nor have the time, finances, and ability to maintain them.

However, they are seeking the same local small-town character that we found opponents fear will be affected by the development.

It is not in the interests of the owner to see the neighbourhood's character tarnished.

A purposely designed and managed boarding house will be equipped to eliminate the impacts of a noisy

tenant unlike if those same people were renting a group home. Yass will accommodate their changing community more painlessly if the housing stock is designed to mitigate any impacts. This housing is intended to ensure adults of moderate means such as single people, adjoining medical & ambulance staff, Government (a total of 9 Departments) & National company employees transferred to Yass such as Police, teachers, social workers, wind farm staff, bank staff or divorced people can continue to live within the local community without any negative impacts.

Yass Valley Settlement Strategy 2036 Council

The population of Yass valley is expected to grow to 27,700 by 2036 and Yass township to 10,850, to strengthen its role in the region and aim to grow into a Regional Centre of 20,000 people. Almost 50% of employed people work within the Yass Valley. 68% of employed people drove to work.

Challenges identified included the need to consider housing diversity due to a projected reducing occupancy rate, which indicates increasingly diverse household mixes, an aging population, conflicts between existing agricultural uses and future urban development, retaining and enhancing existing layout and character of villages, and generating employment. Offering a more diverse range of dwelling types encourages a greater diversity of population and also allows for ageing in place.

The largest increase in households is all areas of Yass Valley, other than Bowning is expected to be in lone person households.

Principles

Provide for a diversity of choice in residential land and dwelling types in a range of appropriate locations. Encourage development that responds to emerging demographic trends and associated lifestyle requirements. Future development should strengthen the hierarchy of settlements, support and maintain strong multi-functional business centres and maximise infrastructure and service efficiencies. Future development should strengthen the efficient use of infrastructure services and transport networks and not overburden existing services elsewhere.

Specific Recommendations

Yass Offers a full range of dwelling types. Yass will remain the preeminent centre in the Yass Valley, the home to the administrative and commercial centre and the largest population.

Yass will accommodate the majority of future population growth of the Yass Valley LGA.

The NSW Southeast and Tablelands Regional Plan 2036

Principles

Provide for a diversity of choice in residential land and dwelling types. Maintaining the historical pattern of development – large lots with detached houses – is not reflective of the changing demographics of the area (e.g. increase in single person households).

Direction 24

Emphasises that greater housing choices in existing centres is needed to cater for the decrease in the average household size, and to provide more affordable options.

Planning will need to cater for a rise in the number of single person households, a decrease in the number of occupants in each household, more affordable housing, the needs of tourists and an ageing population. The expected single person households are expected to be almost as large as 2 person households and larger than all other households including families by 2036.

Direction 25

Maximise existing infrastructure and services and minimise the need for new services; prioritise increased densities within existing urban areas; and prioritise new release areas that are an extension of existing local centres.

Direction 27

Deliver more opportunities for affordable housing. Incentives to influence housing affordability include planning incentives, such as increases in density, and **new generation boarding houses** and secondary dwellings, such as granny flats.

27.1 Deliver greater housing affordability by incorporating policies and tools into local housing strategies and local planning controls that will enable a greater variety of housing types and incentivise private investment in affordable housing.

27.2 Facilitate greater housing diversity, including studios and one- and two-bedroom dwellings, to match forecast changes in household sizes.

New housing developments are to provide a proportion of adaptable housing to further increase housing choice across the Region to cater for the ever-changing needs of its residents.

Yass Valley Local Strategic Planning Statement

Growth Principles

Provide for a diversity of choice in residential land and dwelling types in a range of appropriate locations (Priority 2). Encourage development that responds to emerging demographic trends and associated lifestyle requirements (Priority 2).

Australian Housing & Urban Research Institute research by University of Melbourne & RMIT University - Patterns of objection and appeal reflect a 'wealth and educational effect' such that applications in areas of higher SEIFA ranking are more likely to receive objections and more likely to receive larger numbers of objections per application.

University of Qld Urban planning lecturer, Dr Pojani - "...often left less well-off residents who might not have the time or ability to comment, and who might have a differing view on the development are disenfranchised. That could mean the public opinion presented through submissions did not necessarily reflect genuine community wide sentiment."

To ascertain whether the negative submissions are an accurate reflection of the Yass Valley community, the property owner commissioned a Social Impact Assessment.

The property owner has submitted to Yass Valley Council **the Social Impact Assessment** which included a town meeting in the research.

Residents often resist higher density housing for reasons that cannot be considered in merit based planning reviews, including a desire to exclude particular social groups particularly renters.

Replies To Submissions Specific areas of concern

The 11 submissions raised 19 matters plus matters not applicable to this development application and requests for further information.

Affinity with the local community

Submissions suggested that the owner of the development does not have sufficient local exposure. The property owner grew up in Queanbeyan when it was a country town of a similar size to Yass. His family has been in the local area for many generations and were country town working class people. He has previously developed property in Bungendore. The owner is a single retiree who has downsized from a large home on a large block to a small home on a small block. He is fortunate enough to be able to

afford to be able to do so but has not forgotten those that are less fortunate. He is not a significant landlord, owning only two other rental properties and the income from the boarding house shall be a significant part of his long-term retirement income. He manages his own rental properties and has extensive experience including being employed as a residential property manager.

Upon completion of the boarding house the property owner shall provide his contact details to any neighbours, Council staff, Emergency staff or Police that would like them and they shall be posted on the boarding house notice board. He shall carry out regular inspections of the property.

Attracts crime

Landscaping, external lighting, parking & building have been designed to minimise possible crime. This development has been formulated to attract a clientele which is largely based on young local professionals, police, students, medical staff from both the hospital & ambulance service, teachers and support staff, single retirees who can't afford retirement village life, Government (a total of 9 Departments) & National company employees transferred to Yass, teachers, social workers, wind farm staff, bank staff and the like who require moderately priced affordable housing close to work, sporting facilities, retail and services and community events. All of which are classes of respectable people on a moderate income who are of importance to the community in a thriving country town.

Background checks, tenancy references and income checks will be carried out on all residents as part of the tenancy application and agreement process.

The car park and common areas of the premises will be monitored at all times by CCTV surveillance cameras.

The landlord has a zero-tolerance policy for any anti-social or illegal behaviour and tenancy agreements will be terminated if required.

A boarding house was trialled years ago, police callouts and complaints were made, and it was closed down.

This new boarding house is formulated to attract a clientele which is largely based on medical professionals, nurses, police, students, teachers and the like who require moderately priced affordable housing close to work. Many submissions had misconceptions about prospective tenants, assuming they were mostly undesirables. While this generalised portrayal of old boarding house tenants has probably never been fair, it is particularly untrue of the new generation of boarding houses. They are very different products, and they cater to different sections of the community.

New boarding house developments, following new planning controls, tenancy agreements and registration requirements, are a very different product.

The rooms are self-contained with living area, kitchenettes and en-suites, more akin to studios.

The submitted **Social Impact Assessment and the Plan of Management** covers this submission in detail.

Demographics are wrong

This accommodation type not needed in Yass Valley

Not in public interest

We have chosen to address all 3 of the above concerns together as there is a great deal of overlap. It should be remembered that this area is specifically zoned for units, townhouses, boarding houses etc and excludes free standing homes. Neighbouring residents sometimes resist medium density housing for reasons that cannot be considered in merit based planning reviews, including a desire to exclude particular social groups.

The following facts & figures from the Australian Bureau of Statistics clearly show the need for this accommodation in Yass. This is strongly supported by the planning studies & directions applicable to Yass Valley and clearly refute the assertions of a small number of submission.

The Regional Cities NSW submission to The Regional Housing Taskforce notes there is a significant impact on local accommodation where the mismatch between supply & demand has reached crisis point in some areas. The township of Yass has a population of approximately 5,500. This development has been formulated to attract a clientele which is based on young medical professionals, police, students, teachers and support staff & young employed singles who require affordable housing close to work.

The latest Australian Bureau of Statistics survey for Yass Valley found that with 11% not stating their education level; of the remaining 89%, 72% of residents over 15 had a minimum of year 12 education, 27% with degrees. Under 3% are unemployed.

A growing section of Australia's population do not live in nuclear families, and despite the best efforts of Council & NSW Government housing construction is not shifting sufficiently to meet this demand.

Only 2.7 % of Yass Valley housing is 1 bedroom or less.

20 % of Yass households are single person households, creating a severe shortage of affordable single person accommodation.

Further, across NSW 25% of households are single person households strongly suggesting that people are being forced to relocate outside of Yass due to an extreme shortage of suitable accommodation.

The Oak Tree's WMD Group, in which an independent study found there were 123 people aged 55 and over who had migrated from the area due to lack of appropriate housing options.

There is a need for more diverse choices for people who want to continue to enjoy the amenity of their neighbourhood and keep their existing social networks there.

The proposal will provide a satisfactory quality of life for prospective residents without any effect on the quality of life enjoyed by surrounding residents.

The proposed development would assist in the maintenance of the general health of the community through the provision of affordable rental housing which in turn would decrease housing stress and the health impacts associated with housing stress.

The proposal is located in an accessible area which means that all services including those associated with health management are within close proximity. The proposal provides affordable housing located in an area which is conveniently located to shops, facilities and transport services and will enhance opportunities for people to both participate and interact in community life.

The proposed housing will provide opportunities for people of a range social and economic levels to have access to desirable and affordable accommodation. The proposal would encourage the acceptance of diverse cultures and multiculturalism and enhance the culture life of the community.

Housing stress occurs when households have to pay unacceptable share of their income towards housing, either as rent or mortgage payment. The high cost of housing means many households are unable to meet basic living costs. Housing stress generally occurs when a household is paying more than 30% of their income in housing costs and is also in the bottom 40% of household incomes in a given location.

ABS shows Yass Valley medium income was \$869 per week 2016. This equates to approximately \$1000 pw now, meaning that rental over \$300 per week will cause rental street.

Monitoring of rentals advertised in Yass over 2021 & consultation with local real estate agents did not find any vacancies at this rental level.

National research undertaken on this subject confirms one of the three specific groups of people who are most impacted by the rising cost of housing and most susceptible to housing stress are Single person households.

NSW Regional Housing Report 2021 Recommendations

The report outlines suggested ways the planning system can better facilitate the delivery of an adequate supply of diverse and affordable housing that addresses the needs of regional communities.

The Taskforce found that the challenges in delivering an adequate supply of diverse and affordable housing that meets the needs of regional communities are many and varied. The task for Government and the planning system is not simply to increase the supply of housing generally, but to provide a diverse range of housing that supports the full spectrum of housing needs in regional communities now.

There were 5 key recommendations.

Key Recommendation 2: Increase the availability of affordable and diverse housing across regional NSW.

3. Growth: Provide opportunities for affordable and adaptable housing, appropriate policies should encourage the development of multi dwelling housing in locations close to transport corridors and within close proximity to town centre.

4. Infrastructure: Future development should maximise the efficient use of existing infrastructure and services and minimise the need for additional infrastructure where possible.

Southeast & tablelands regional (NSW) 2036

Greater housing choice in existing centres is needed to cater for the decrease in the average household size. Planning will need to cater for a rise in the number of single person households, a decrease in the number of occupants in each household, more affordable housing, the needs of tourists and an ageing population.

24.3 Promote increased housing choice, including townhouses, villas and apartments in strategic centres and locations close to existing services and jobs.

25.1 Focus future settlement to locations that:

- maximise existing infrastructure and services and minimise the need for new services;
- prioritise increased densities within existing urban areas;

Direction 27: Deliver more opportunities for affordable housing

Appropriate planning controls and incentives that can help deliver affordable housing include:

Actions 27.1 Deliver greater housing affordability by incorporating policies and tools into local housing strategies and local planning controls that will enable a greater variety of housing types and incentivise private investment in affordable housing.

27.2 Facilitate greater housing diversity, including studios and one and two-bedroom dwellings, to match forecast changes in household sizes.

Shelter NSW (The peak body for housing policy advocacy) Submission to the LSPS repeatably stressed the need for increased housing diversity in order to correct the mismatch between supply & demand.

Increased noise.

Tenants' residency lease conditions:

No residents are to have loud music playing after 10pm at night and before 7am in the morning. Recorded and/or amplified music is permissible indoors during daylight hours between 7:00am and 10:00pm, seven days a week. Residents must respect the other resident's peaceful enjoyment of the premises, including surrounding neighbours.

The rental tenancy agreement will be terminated if this clause is breached two (2) times.

Visitors to the boarding house are permitted between the hours of 7.00am and 10.00pm only.

Any resident inviting visitors to the boarding house must take full responsibility for their behaviour. Any unacceptable behaviour by a visitor will be deemed to be unacceptable behaviour by the residents who invited the visitor. There are strict noise regulations in NSW governing acceptable noise levels & their enforcement.

Increased Traffic will affect safety

At Yass Valley Council's request the property owner has commissioned The Traffic Engineering Centre to carry out a full Traffic Study. This study found no adverse effects from the small traffic increase and has been submitted to Council.

What type of boarders will be taking up residence?

This development has been formulated to attract a clientele which is based on young local professionals, police, students, medical staff from both the hospital & ambulance service, teachers and support staff, single retirees who can't afford retirement village life, Government & National company employees transferred to Yass, teachers, social workers, wind farm staff, bank staff and the like who require moderately priced affordable housing close to work, sporting facilities, retail and services and community events. All of which are classes of respectable people on a moderate income who are of importance to the community in a thriving country town. Background checks, tenancy references and income checks will be carried out on all residents as part of the tenancy application and tenancy agreement process. People without both proof of sufficient income and people without satisfactory recent rental references will be excluded.

Incorrect location

Neighbouring residents sometimes resist medium density housing for reasons that cannot be considered in merit-based planning reviews.

This property is ideally located for a new generation boarding house.

All of the Planning Statements pertaining to this location advocate increased density, infill development and the need for more diverse, smaller, affordable and adaptable housing.

The property is ideally situated in a medium density precinct adjoining the Yass Valley Ambulance base & hospital and opposite a medical centre, at the rear is ten townhouses with other unit developments within close proximity. It is a short 200m walk to the town commercial & retail centre, churches, a school, clubs and all services and entertainment. It is situated to allow maximum access to employment & transport for the residents and to achieve the best socio-economic and health & wellbeing outcomes for the occupants.

Zone R3 Medium Density Residential

1 Objectives of zone

- To provide for the housing needs of the community within a medium density residential environment.
- To provide a variety of housing types within a medium density residential environment.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.
- To provide opportunities for medium density residential accommodation in locations close to shops, transport nodes, commercial services, public open space and employment opportunities.

2 Permitted without consent

Home-based childcare; Home businesses; Home occupations

3 Permitted with consent

Attached dwellings; Bed and breakfast accommodation; **Boarding houses**; Centre-based childcare facilities; Community facilities; Dual occupancies; Emergency services facilities; Exhibition homes; Group homes; Hostels; Multi dwelling housing; Neighbourhood shops; Oyster aquaculture; Places of public

worship; Residential flat buildings; Respite day care centres; Roads; Semi-detached dwellings; Seniors housing; Serviced apartments; Signage; Tank-based aquaculture; Water reticulation systems

4 Prohibited

Pond-based aquaculture; Any other development not specified in items 2 or 3 including freestanding housing

Lack of knowledge and consultation by Council staff.

During the pre-development application lodgement stage & up until present the property owner & the professional companies preparing the application and the accompanying reports have found the Council staff to be both professional and helpful. We cannot comment in their interaction with the people making the submissions.

Loss of sunshine & privacy

One neighbour submitted that he shall have a loss of sunshine.

The shadow diagrams submitted show shadowing at 9am, 12 and 3pm. They clearly show there is no loss of sunshine from the extension.

One person submitted a loss of privacy. Only one new window faces onto the side neighbour.

It is a small high window and is located more than 7 metres from any of the neighbours' windows, a much greater distance than the windows of most new freestanding houses and no closer than the existing windows on that side of the house. The windows of the rear units are below the top of boundary fence.

Negative Impact on community & change the dynamics of the street.

Incompatible with the characteristics and best interests of the area.

The street and area is zoned R3, borders on the commercial & retail precinct and is occupied by medium density developments, the Ambulance Station, the Yass District hospital, a medical clinic, churches, a school, clubs and 4 remaining houses.

The boarding will be not only compatible and in the best interests of the area, it shall be a positive enhancement.

As previously mentioned, this development has been formulated to attract a clientele which is based on local professionals, police, students, medical staff from both the hospital & ambulance service, teachers and support staff, single retirees who can't afford retirement village life, Government (a total of 9 Departments) & National company employees transferred to Yass, teachers, social workers, wind farm staff, bank staff and the like who require moderately priced affordable housing close to work, sporting facilities, retail and services and community events. All of which are classes of respectable people that will have a positive impact on the street and community.

Background checks, tenancy references and income checks will be carried out on all residents as part of the tenancy application and tenancy agreement process. People without proof of sufficient income and people without satisfactory recent rental references will be excluded.

This property is ideally located for a modern boarding house.

All of the Planning Statements pertaining to this location advocate increased density, infill development and the need for more diverse, smaller, affordable and adaptable housing.

The property is ideally situated in a medium density precinct adjoining the Yass Valley Ambulance base & hospital and opposite a medical centre, at the rear is ten townhouses with other unit developments within close proximity. It is a short 200m walk to the town commercial & retail centre, churches, a school, clubs and all services and entertainment. It is situated to allow maximum access to employment & transport for the residents and to achieve the best socio-economic and health & wellbeing outcomes for the occupants.

Need for management operational plan.

The Social Impact Statement includes a copy of the Management Operational plan, and a separate copy has also been submitted.

Parking

There were submissions that the parking may be insufficient. They submitted that a larger number of people would be living in the units than is possible. The Management plan shall include a limit of maximum occupancy of one occupant in each room.

The landlord shall also be inserting a similar clause into the tenancy leases.

Just over 50% of Yass workers pre Covid drove to work & 90% of adults in NSW have a driver's licence & 5% ride a motor bike. The property shall have 8 carparks. The property does have a disability carpark. Submissions were received pertaining to the design of the parking.

The parking plan amendments have rectified those short comings and all vehicles will be able turn do a 3 point turn so as to drive out, not reverse.

The Traffic Engineering Centre report stated that the parking and access are more than required.

Patients & medical staff staying same property is a conflict of interest.

One submission suggested there will be a conflict of interest in Hospital patients and staff staying in the same accommodation. There will be no hospital patients renting any rooms at any time. This boarding house is purely for long term residents.

Problems caused by increased pedestrian traffic.

One submission the increase in pedestrians caused by the residents will create problems. With only fifteen residents and half of them driving the extra few pedestrians will not have any detrimental effect on a street with wide sealed footpaths and only moderate current usage.

Provision of motor bike parking has potential for noise.

There is motorcycle parking for only 3 bikes. Given only approximately 10% of people own a motorbike and only 40% of motor bike riders ride daily there is a very minimal chance of a noise problem.

If there is a noise complaint it shall be treated like any other noise complaint (see Management Operational plan). Under this plan resident creating a noise problem shall be warned and if the problem persists their tenancy shall be terminated.

Rooms too small.

The SEPP2009 and amendments dictate the minimum and maximum room sizes. The minimum allowable size is 12m². The smallest room in this development is almost double this size. The maximum allowable size is 25m² plus kitchenette and ensuite. Fourteen of the rooms are slightly under the maximum size allowed. (Most being 30m² internally minus kitchenette and ensuite.)

The provision of new accommodation for health workers is a positive.

A submission from the Chief Executive Southern NSW Local Health District express their that it is encouraging to understand that this facility may serve to house health care workers.

The property owner has owned a 1-bedroom rental property close to Canberra Hospital for 18 years.

During that time all tenants have been staff at Canberra hospital staff and that was the reason for the purchase of the subject property. NSW Government Health has asked for further engagement with the development process and the owner will be engaging with Southern NSW Local Health pre-construction, during construction and on an ongoing long-term basis.

The property owner has an ongoing engagement with NSW Health and the Ambulance NSW office.

The rear design has the potential to be a fire risk to occupants

All rooms in the rear section and three of the front rooms shall have direct external access from their rooms. A fire evacuation plan will be clearly displayed in each boarding room, common room, and main entrance to the building. The evacuation plan will indicate the available emergency egress routes from the respective boarding room/common room to each fire exit.

Emergency contact details (police, fire ambulance) are to also be clearly visible in each boarding room & common room. Window furnishings and furniture will be of materials that resist the spread of fire and limit the generation of smoke and heat. Smoke alarms will be fitted in each boarding room, corridor and within the common areas.

Emergency exit lighting will be provided in each common hallway, common room and exit locations. A fire extinguisher and fire blanket shall be located in the common room. The premises will be checked regularly to ensure that essential fire safety measures in the building are maintained and that all required exits and egress paths are clear and free of obstructions. Annual certification of Fire Safety Equipment and preparation of the Form 15a will be carried out by a fire safety consultant. Annual certification required of any of the equipment is to be overseen by the off-site manager. A copy of the annual fire safety compliance statement shall be displayed in a prominent location.

Use as a boarding house not in line with Application information.

This submission appears to have been made by conjecture. The development application, the plans and reports and the large amount of supporting documentation make it very clear that the proposed usage is for a boarding house providing long term accommodation and nothing else.

Waste management

All residents are to minimise the extent of wastes and to ensure that waste and garbage is placed in the waste storage facilities to be provided. Each boarding room shall contain a waste bin. The resident is responsible to ensure the bin is emptied in the waste bins located on site. The waste storage area will include waste and recycling bins and the resident is responsible for the separation of the waste and recycling materials. There will be 3 x 240l garbage bins & 2 x 240l recycling bins.

As shown on plans the bins shall be located for easy access against the rear wall adjoining the driveway. The on-site manager will be responsible for taking the bins to and from the street on collection day, ensuring the bins and waste area is kept clean/tidy and ensuring that waste management procedures are followed by residents.

Will set a precedent

Work on this development application commenced almost years ago. Since the development application has been submitted, the NSW Government in November 2021 has amended the applicable SEPP - NSW Affordable Housing Ministerial Guidelines 2021/22.

Under the amendments any new boarding houses (excluding those with an existing lodged development application) shall have to be by non-profit community housing providers and rooms shall have to be rented out at a reduced rent with rent controls on an ongoing basis. The tenants will be means tested to ensure they are low or very low-income people.

During the period since the introduction of the SEPP hundreds of modern boarding houses have been constructed across NSW by private owners. Almost none have been constructed by non-profit community housing providers. The new rules make it totally unviable for a private owner to build a boarding house so this facility will not set a precedent.

Replies to round two submissions

Submission 1) A Wrong decision- if approved by council it will be an ad hoc decision and is at odds with all good decision making

Reply Council has been considering this development application for over two years and has received a large volume of expert reports, plans and background information. The applicant does not believe approval would be ad hoc only in that it has not had a previous similar application nor would it be at odds with good decision making.

- 1) B Wrong business model -Meehann Street boarding house will charge rents greater than \$400 per week.

Reply -Depending on room size , the rents shall be between \$230 per week and \$310 per week.

Presently 2 bedroom townhouses are advertised in Yass for \$400 per week. To state that rents shall be in excess of \$400 per week is false and blatant scaremongering.

- 1) C Wrong character-single room housing does not fit in this area and is not a socially acceptable housing type.

Reply -Studio-style housing is the most undersupplied type of accommodation in Yass and most parts of Australia due to the high cost of construction compared to other housing types. To say that it is not socially acceptable is in direct conflict with all recent expert housing studies by all levels of Government in Australia, including recent Planning papers directly affecting Yass.

This area is an ideal location.

This property is ideally located for a new-generation boarding house.

All of the recent applicable Planning Statements pertaining to this location in Yass advocate increased density, infill development and the need for more diverse ,smaller, affordable and adaptable housing.

The property is ideally situated in a medium-density precinct adjoining the Yass Valley Ambulance base & hospital, is opposite a medical centre, at the rear is ten townhouses, with other unit developments within close proximity. It is a short 200m walk to the town commercial & retail centre, churches, a school , clubs and all services and entertainment. It is situated to allow maximum access to employment & transport for the residents and to achieve the best socio-economic and health & well-being outcomes for the occupants.

Under the Yass LEP It is zoned : Zone R3 Medium Density Residential

1 Objectives of zone

- To provide for the housing needs of the community within a medium density residential environment.
- To provide a variety of housing types within a medium density residential environment.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.

- To provide opportunities for medium-density residential accommodation in locations close to shops, transport nodes, commercial services, public open space and employment opportunities.

3 Permitted with consent

Attached dwellings; Bed and breakfast accommodation; **Boarding houses**; Centre-based child care facilities; Community facilities; Dual occupancies; Emergency services facilities; Exhibition homes; Group homes; Hostels; Multi dwelling housing; Neighbourhood shops; Oyster aquaculture; Places of public worship; Residential flat buildings; Respite day care centres; Roads; Semi-detached dwellings; Seniors housing; Serviced apartments; Signage; Tank-based aquaculture; Water reticulation systems

4 Prohibited

Any other development not specified in item 2 or 3 including freestanding housing.

The Queanbeyan Palerang Affordable Housing Strategy April 2023

The applicant highly recommends that Yass Council studies this document. It is the most recent strategy available, it includes Bungendore and Braidwood and gives a detailed picture of a crisis situation in affordable single-person accommodation that is worsening.

For example is the below paragraph

Given the likelihood that at least 60% of affordable housing needs will be from smaller (lone person and couple) households by 2041, and that there is a very high need for affordable studio, one and two bedroom strata dwellings in the context of a seriously constrained supply of such dwellings, there is significant benefit in actively increasing the supply of smaller studio, one and two bedroom apartments near major centres of Queanbeyan (including Googong and Jerrabomberra), Bungendore and Braidwood as well as developing a supply of well-located New Generation Boarding Houses and Co-living Housing through the Housing SEPP.

The NSW South East and Tablelands Regional Plan 2036

Principles

Provide for a diversity of choices in residential land and dwelling types. Maintaining the historical pattern of development – large lots with detached houses is not reflective of the changing demographics of the area (e.g. increase in single person households).

Direction 24

Emphasises that greater housing choices in existing centres is needed to cater for the decrease in the average household size, and to provide more affordable options.

Planning will need to cater for a rise in the number of single person households, a decrease in the number of occupants in each household, more affordable housing, the needs of tourists and an ageing population.

The expected **single person households is expected to be almost as large as 2 person households and larger than all other households including families by 2036.**

Direction 25

Maximise existing infrastructure and services and minimise the need for new services; prioritise

increased densities within existing urban areas; and prioritise new release areas that are an extension of existing local centres.

Direction 27

Deliver more opportunities for affordable housing.

Incentives

to influence housing affordability include planning incentives, such as increases in density, and new generation boarding houses and secondary dwellings, such as granny flats.

NSW Regional Housing Report 2021 Recommendations

Key Recommendation 2. Increase the availability of affordable and diverse housing across regional NSW.

3. Growth h. Provide opportunities for affordable and adaptable housing, appropriate policies should encourage the development of multi dwelling housing in locations close to transport corridors and within close proximity to town centre.

4. Infrastructure: a. Future development should maximise the efficient use of existing infrastructure and services and minimise the need for additional infrastructure where possible .

Southeast & tablelands regional (NSW) 2036

Greater housing choice in existing centres is needed to cater for the decrease in the average household size. Planning will need to cater for a rise in the number of single person households, a decrease in the number of occupants in each household, more affordable housing, the needs of tourists and an ageing population.

24.3 Promote increased housing choice, including townhouses, villas and apartments in strategic centres and locations close to existing services and jobs.

25.1 Focus future settlement to locations that:

- maximise existing infrastructure and services and minimise the need for new services;
- prioritise increased densities within existing urban areas;

Direction 27: Deliver more opportunities for affordable housing

Appropriate planning controls and incentives that can help deliver affordable housing include:

Actions 27.1 Deliver

greater housing affordability by incorporating policies and tools into local housing strategies and local planning controls that will enable a greater variety of housing types and incentivise private investment in affordable housing.

27.2 Facilitate greater housing diversity, including studios and one- and two-bedroom dwellings, to match forecast changes in household sizes.

Yass Valley Local Strategic Planning Statement

Growth Principles

Provide for a diversity of choice in residential land and dwelling types in a range of appropriate locations (Priority 2) Encourage development that responds to emerging demographic trends and associated lifestyle requirements (Priority 2)

- 1) D wrong site- confined suburban block with limited access vehicles must reverse out into two lanes in Meehan St

Reply-This is incorrect please refer to the swept path diagram

- 1) E - Wrong situation --there are many non-residential uses competing for space in this area including yes hospital ambulance station and churches Mount Carmel heritage school and the Railway Museum as well as dwelling houses and units

Reply - The above does not mention any reason why they think it is a wrong situation, if they mean the wrong location please refer to the above answers under Reply 1) C .

- 1) F Wrong Street - this area of Meehan Street is most difficult and is a crazy area because of busyness ,it is narrow ,has speed limits of 40 and 50 double lines, limited parking , odd St takeoffs, railway lines ,zigzagging outside the hospital and ambulance station, churches at either end of the street and the Mount Carmel heritage school.

Reply - The applicant is at a loss to understand the description of difficult and crazy. A traffic impact study that was commissioned for Council did not expose any traffic problems .

The applicant has not experienced any traffic problems or has any of his tenants.

The applicant was unable to locate any zig zagging and so is unable to comment.

The railway line is further down the street and is unused so is irrelevant.

Neither the traffic impact study nor the applicant is able to ascertain any problems the churches at either end of the street (some distance away) or the school will cause the development or vice versa.

- 1) G wrong solution - Canberra suburbs have had several affordable single-room boarding houses over time which have not survived and been bulldozed the common element to explain why they did not succeed relates to the difficulties residents felt from being confined in one single room

Reply - The applicant again can only refer to the detailed reply given under 1) C whereby all recent housing studies both government, community , social organisations and otherwise have all concluded that there is a great unfulfilled need for this type of accommodation and the recent Federal budget offered tax incentives to foreign companies to build affordable accommodation due to the critical shortage and has allocated a significant amount to a housing fund.

Throughout Canberra suburbs, there are in fact many developments which include small studio units , many of which have been constructed in recent years. New generation boarding houses have been constructed across many towns and suburbs in NSW in the last decade and are providing quality accommodation for thousands of people on moderate incomes. Canberra authorities have received applications for new boarding houses and are considering legislation to allow more boarding houses.

New boarding house type legislation to encourage more single room accommodation NSW

government has recently passed legislation amending the Housing SEPP to allow Co-living throughout most NSW zones including this zone . Under the Housing SEPP, co-living housing: must provide a primary place of residence for all occupants – it may not be used for short-term tourist and visitor accommodation has private room sizes from 12 m2 for a single person or 16 m2 for a couple to 25 m2, excluding any space used for private kitchen or bathroom facilities. may have as few as 6 private rooms but most co-living housing developments will typically have around 30 to 40 private rooms must provide indoor and outdoor communal space for residents to relax and socialise must provide adequate kitchen, bathroom and laundry facilities for all residents, either as private or shared facilities

must have a manager. The manager does not have to be always on site, but must be contactable by phone 24/7.

- 1) H Wrong people- with the goodwill for success in providing affordable rental accommodation changes happen within communities, they become unstable, what becomes difficult is the deterioration of behaviour of residents this chain reaction is very sad , ask the police. Ultimately police spent large parts of their duties visiting sites dealing with disruptions .The final part comes when the situation attracts unsuitable tenants the answer has been to bulldoze the boarding houses.

Reply - This is outright scaremongering devoid of fact.

As per 1) C , 1)G reply and the replies throughout these pages the facts do not support the above assertion at all.

This is an inflammatory, derogatory and insulting smear on the thousands of high-quality tenants occupying modern boarding houses and similar studio-style accommodations across NSW . Most of these tenants are highly valued members of our community who would be hurt and dreadfully insulted by this submission. This submission is both prejudiced and implies a NIMBY attitude.

This development has been formulated to attract a clientele which is based on local service staff, police, students, medical staff from both the hospital & ambulance service, teachers and support staff ,single retirees who cant afford retirement village life ,nursing home staff, childcare staff, homecare staff , cleaners, retail staff , Government & National company employees transferred to Yass , teachers, social workers and the like who require moderately priced affordable housing close to work , sporting facilities, retail and services and community events.

All of these positions are for professional staff on moderate incomes under \$60,000 pa. which are needed by the Yass community and many will have to be attracted from outside Yass.

Rental stress for these people is rent over \$350 pw. Only 1 slightly modern property has come available under \$350 this year in Yass.

Background checks, tenancy references and income checks will be carried out on all residents as part of the tenancy application and tenancy agreement process.

People without both proof of sufficient income and people without satisfactory recent rental references will be excluded.

- 1) H This submission then includes a table comparing their block of 10 units which are at the rear of the subject property, to the subject property. The submission does not say whether the features listed are desirable or not so I will only comment on the subject property features which are mentioned and are totally incorrect.

- Timber butter box—

Reply Incorrect - the new extension is brick veneer and the existing building is a modern weatherboard building in good condition. Note, the applicant cannot ascertain the connection to butterbox which the dictionary defines as an English insult for Dutch sailors.

Poor access –

Reply - incorrect, please refer to the swept path diagram

Danger for emergency vehicles -

Reply - incorrect , the subject property is located on a wide straight section of Meehan St .

Chaotic and dangerous movement –

Reply - Incorrect , if the submission is referring to the occupants there is no reason to believe they will move in a dangerous and chaotic manner.

Drainage, none evident .

Reply - Incorrect , refer to the hydraulic plans.

Fire – difficult access.

Reply - Incorrect , the access as per the plans is a standard straight driveway plus space on the street and at the front of the building.

Noise from outside activities,

Reply - Incorrect The noise regulations and tenancy conditions are the same as any other nearby tenants or occupants. Note the unit development at the rear of this property has more occupants than the proposed development and no submissions have complained of noise from that development.

Tenancy lease terms will contain the following : Residents must respect the other resident's peaceful enjoyment of the premises, including surrounding neighbours.

The rental tenancy agreement will be terminated if this clause is breached two (2) times.

Any resident inviting visitors to the boarding house must take full responsibility for their

behaviour. Any unacceptable behaviour by a visitor will be deemed to be unacceptable behaviour by the residents who invited the visitor.

Safety- risk to disabled in plans .

Reply - Incorrect assertion, no details provided by submission. The development including the assessable rooms and their access have been designed according to the applicable planning laws.

Zoning incorrect –

Reply - Incorrect The zone is Zone R3 Medium Density Residential The Yass LEP reads :

1 Objectives of zone

- To provide for the housing needs of the community within a medium density residential environment.
- To provide a variety of housing types within a medium density residential environment.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.
- To provide opportunities for medium density residential accommodation in locations close to shops, transport nodes, commercial services, public open space and employment opportunities.

3 Permitted with consent

Attached dwellings; Bed and breakfast accommodation; **Boarding houses**; Centre-based child care facilities; Community facilities; Dual occupancies; Emergency services facilities; Exhibition homes; Group homes; Hostels; Multi dwelling housing; Neighbourhood shops; Oyster aquaculture; Places of public worship; Residential flat buildings; Respite day care centres; Roads; Semi-detached dwellings; Seniors housing; Serviced apartments; Signage; Tank-based aquaculture; Water reticulation systems

4 **Prohibited**

Any other development not specified in item 2 or 3 including **freestanding housing**.

The business model, not a particularly affordable option for Yass –

Reply - Incorrect. Depending on room size the rents shall be between \$230 per week and \$310 per week. Rental stress for the proposed occupant people is rent over \$350 pw. Only 1 reasonably modern property has come available under \$350 pw this year in Yass.

Submission 2) A - local councils are responsible for handling approvals. Our council has not developed a strategic plan to assess affordable rental housing.

Reply – incorrect The Yass Valley LEP clearly states boarding houses, group homes and hostels plus the NSW Southeast & Tablelands regional plan (NSW) 2036 is applicable.

2) B The proposal is a wrong concept of the wrong character and the wrong business model.

Reply – Incorrect

-Studio style housing is the most undersupplied type of accommodation in Yass and most parts of Australia due to the high cost of construction compared to other housing types . To say that it is not socially acceptable is in direct conflict with all recent expert housing studies by all levels of Government in Australia, including recent Planning papers directly affecting Yass.

This property is ideally located for a new generation boarding house.
All of the recent applicable Planning Statements pertaining to this location in Yass advocate increased density , infill development and the need for more diverse ,smaller , affordable and adaptable housing.

Under the Yass LEP It is zoned : Zone R3 Medium Density Residential

1 Objectives of zone

- To provide for the housing needs of the community within a medium density residential environment.
- To provide a variety of housing types within a medium density residential environment.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.
- To provide opportunities for medium density residential accommodation in locations close to shops, transport nodes, commercial services, public open space and employment opportunities.

3 Permitted with consent

Attached dwellings; Bed and breakfast accommodation; Boarding houses; Centre-based child care facilities; Community facilities; Dual occupancies; Emergency services facilities; Exhibition homes; Group homes; Hostels; Multi dwelling housing; Neighbourhood shops; Oyster aquaculture; Places of public worship; Residential flat buildings; Respite day care centres; Roads; Semi-detached dwellings; Seniors housing; Serviced apartments; Signage; Tank-based aquaculture; Water reticulation systems

The Queanbeyan Palerang Affordable Housing Strategy April 2023

The applicant highly recommends that Yass Council studies this document. It is the most recent strategy available , it includes Bungendore and Braidwood and gives a detailed picture of a crisis situation in affordable single-person accommodation that is worsening.

For example is the below paragraph

Given the likelihood that at least 60% of affordable housing needs will be from smaller (lone person and couple) households by 2041, and that there is a very high need for affordable studio, one and two bedroom strata dwellings in the context of a seriously constrained supply of such dwellings, there is significant benefit in actively increasing the supply of smaller studio, one and two bedroom apartments near major centres of Queanbeyan (including Googong and Jerrabomberra), Bungendore and Braidwood as well as developing a supply of well-located New Generation Boarding Houses and Co-living Housing through the Housing SEPP.

The NSW South East and Tablelands Regional Plan 2036

Principles

Provide for a diversity of choice in residential land and dwelling types . Maintaining the historical pattern of development – large lots with detached houses is not reflective of the changing demographics of the area (e.g. increase in single person households).

Direction 24

Emphasises that greater housing choices in existing centres is needed to cater for the decrease in the average household size, and to provide more affordable options. Planning will need to cater for a rise in the number of single person households, a decrease in the number of occupants in each household, more affordable housing, the needs of tourists and an ageing population. The expected single person households is expected to be almost as large as 2 person households and larger than all other households including families by 2036.

Direction 25

Maximise existing infrastructure and services and minimise the need for new services; prioritise increased densities within existing urban areas; and prioritise new release areas that are an extension of existing local centres.

Direction 27

Deliver more opportunities for affordable housing. Incentives to influence housing affordability include planning incentives, such as increases in density, and new generation boarding houses and secondary dwellings, such as granny flats.

NSW Regional Housing Report 2021 Recommendations

Key Recommendation 2. Increase the availability of affordable and diverse housing across regional NSW.

3. Growth h. Provide opportunities for affordable and adaptable housing, appropriate policies should encourage the development of multi dwelling housing in locations close to transport corridors and within close proximity to town centre.

4. Infrastructure: a. Future development should maximise the efficient use of existing infrastructure and services and minimise the need for additional infrastructure where possible .

Southeast & tablelands regional (NSW) 2036

Greater housing choice in existing centres is needed to cater for the decrease in the average household size. Planning will need to cater for a rise in the number of single person households, a decrease in the number of occupants in each household, more affordable housing, the needs of tourists and an ageing population.

24.3 Promote increased housing choice, including townhouses, villas and apartments in strategic centres and locations close to existing services and jobs.

25.1 Focus future settlement to locations that:

- maximise existing infrastructure and services and minimise the need for new services;
- prioritise increased densities within existing urban areas;

Direction 27: Deliver more opportunities for affordable housing

Appropriate planning controls and incentives that can help deliver affordable housing include:

Actions 27.1 Deliver greater housing affordability by incorporating policies and tools into local housing strategies and local planning controls that will enable a greater variety of housing types and incentivise private investment in affordable housing.

27.2 Facilitate greater housing diversity, including studios and one- and two-bedroom dwellings, to match forecast changes in household sizes.

Yass Valley Local Strategic Planning Statement Growth Principles Provide for a diversity of choice in residential land and dwelling types in a range of appropriate locations (Priority 2)
Encourage development that responds to emerging demographic trends and associated lifestyle requirements (Priority 2)

This development has been formulated to attract a clientele which is based on local service staff, police, students, medical staff from both the hospital & ambulance service, teachers and support staff, single retirees who can't afford retirement village life, nursing home staff, childcare staff, homecare staff, cleaners, retail staff, Government & National company employees transferred to Yass, teachers, social workers and the like who require moderately priced affordable housing close to work, sporting facilities, retail and services and community events.

All of these positions are for professional staff on moderate incomes under \$60,000 pa. which are needed by the Yass community and many will have to be attracted from outside Yass.

Rental stress for these people is rent over \$350 pw. Only 1 slightly modern property has come available under \$350 this year in Yass.

- 2) C When a strategic plan is built for affordable rental housing in Yass 141 Meehan St would not be on the plan

Reply - Incorrect. The submission gives no reasons for its assertion.

However: This property is ideally located for a new generation boarding house.

All of the recent applicable Planning Statements pertaining to this location in Yass advocate increased density, infill development and the need for more diverse, smaller, affordable and adaptable housing.

The property is ideally situated in a medium density precinct adjoining the Yass Valley Ambulance base & hospital , is opposite a medical centre , at the rear is ten townhouses , with other unit developments within close proximity. It is a short 200m walk to the town commercial & retail centre , churches , a school , clubs and all services and entertainment. It is situated to allow maximum access to employment & transport for the residents and to achieve the best socio- economic and health & well being outcomes for the occupants.

Under the Yass LEP It is zoned : Zone R3 Medium Density Residential

1 Objectives of zone

- To provide for the housing needs of the community within a medium density residential environment.
- To provide a variety of housing types within a medium density residential environment.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.
- To provide opportunities for medium density residential accommodation in locations close to shops, transport nodes, commercial services, public open space and employment opportunities.

3 Permitted with consent

Attached dwellings; Bed and breakfast accommodation; Boarding houses; Centre-based child care facilities; Community facilities; Dual occupancies; Emergency services facilities; Exhibition homes; Group homes; Hostels; Multi dwelling housing; Neighbourhood shops; Oyster aquaculture; Places of public worship; Residential flat buildings; Respite day care centres; Roads; Semi-detached dwellings; Seniors housing; Serviced apartments; Signage; Tank-based aquaculture; Water reticulation systems

4 Prohibited

Any other development not specified in item 2 or 3 including freestanding housing.

2)D the social impact statement submitted is unprofessional and worthless.

Reply - Incorrect . The applicant has now provided council with a second social impact statement buy another highly qualified company and it produced a similar outcome to the initial SIA. Both show clearly that the development shall have positive social impacts.

- 3) E The housing SEPP planning provisions require a proposal for new generation boarding house to be compatible with the character of this area of Yass.

Reply - This new generation boarding house is indeed highly compatible with the area. This property is ideally located for a new generation boarding house.

The property is ideally situated in a medium density precinct adjoining the Yass Valley Ambulance base & hospital , is opposite a medical centre , at the rear is ten townhouses , with other unit developments within close proximity. It is a short 200m walk to the town commercial & retail centre , churches , a school , clubs and all services and entertainment. It is situated to allow maximum access to employment &

transport for the residents and to achieve the best socio- economic and health & well being outcomes for the occupants.

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4 Prohibited

Any other development not specified in item 2 or 3 including freestanding housing.

- 2) E An analysis of the nine incompatibility aspects table demonstrates just how unsuitable the proposal would be

Reply – Incorrect .The table referred to is the same table prepared by submission 1. The applicant refers to Council back to the detailed reply the applicant gave to submission 1.

2) F 5 aspects are confronting to the neighbourhood in regards to the construction, access, fire and drainage.

Reply - Incorrect .The table referred to is the same table prepared by submission 1. The applicant refers to Council back to the detailed reply the applicant gave to submission 1.

- 2) G the concept is not a right fit for this interesting older part of Yass.

Reply – Incorrect This new generation boarding house is highly compatible with the area. This property is ideally located for a new generation boarding house.

The property is ideally situated in a medium density precinct undergoing extensive change and adjoining the new Yass Valley Ambulance base & hospital , is opposite a medical centre , at the rear of the subject property is ten modern townhouses , with other unit developments within close proximity , all of which have been constructed in late 20th century and 21st century.

It is a short 200m walk to the town commercial & retail centre , churches , a school , clubs and all services and entertainment. It is situated to allow maximum access to employment & transport for the residents.

- 2) H The four aspects of quiet amenity, safety, zoning and the business model show how poorly the concept would sit in this supportive community. It would lead to an unmanageable housing social framework impacting sensitive infrastructure such as Mount Carmel heritage school.

Reply -Incorrect Again this submission refers to the table in submission 1, please refer to replies in submission 1. The applicant cannot ascertain how a small development providing affordable accommodation would not suit a supportive community and the submission does not give any reason for the assertion. The applicant also cannot perceive how this small residential development could adversely impact on the infrastructure of a school that is located almost 100m away and the submission does not give any reason for the assertion.

- 2) I - Even if 141 Meehan St was the last block in Yass available for housing development it should not be used for a new generation boarding house ,it is unsuitable. It is the wrong site, the wrong situation and the wrong St, we see serious failings

Reply – All incorrect . The site is a 1400m2 street front block with the boarding house being under 500mm2 in a medium density zone . The property is ideally situated in a medium density precinct undergoing extensive change and adjoining the new Yass Valley Ambulance base & hospital , is opposite a medical centre , at the rear of the subject property is ten modern townhouses , with other unit developments within close proximity , all of which have been constructed in late 20th century and 21st century. It is a short 200m walk to the town commercial & retail centre , churches , a school , clubs and all services and entertainment. It is situated to allow maximum access to employment & transport for the residents .

- 2) J Wrong decision there is no affordable housing plan

Reply – Incorrect . The affordable housing plan is the NSW Government affordable housing SEPP

- 2) K It is not affordable rental housing

Reply – Incorrect .The development is for the rental to professional staff on moderate incomes under \$60,000 pa. which are needed by the Yass community and many will have to be attracted from outside Yass.

Rental stress for these people is rent over \$350 pw. Only 1 slightly modern property has come available under \$350 this year in Yass. These rentals are under the recognized Australian threshold for single person affordable housing.

- 2) L Single room butter box is poor housing .

Reply – The applicant did not know what this meant . The dictionary definition of butter box is A derogatory name that British sailors gave the Dutch during the age of the Anglo-Dutch Wars. The applicant cant see the relevance.

2) M Wrong site , 2) N wrong situation , 2) O Wrong street

Replies - All incorrect and are a repeat of assertions already replied to in this submission.

2) P Wrong solution . SEPP housing rules demand in perpetuity. This is impossible.

Reply – Hundreds, probably thousands of properties have been approved under this SEPP . Of all the appeals to Land and Environment Court no affordable housing has been rejected because of this.

2) Q Wrong people .

Reply – Incorrect . Again as in Submission 1 , this is an inflammatory , derogatory and insulting smear on the thousands of high quality tenants occupying new generation boarding houses and similar studio style accommodation across NSW . Most of these tenants are highly valued members of our community who would be hurt and dreadfully insulted by this submission. This submission shows both prejudices and implies a NIMBY attitude.

This development has been formulated to attract a clientele which is based on local service staff, police, students ,medical staff from both the hospital & ambulance service , teachers and support staff ,single retirees who cant afford retirement village life ,nursing home staff , childcare staff , homecare staff , cleaners , retail staff , Government & National company employees transferred to Yass , teachers , social workers and the like who require moderately priced affordable housing close to work ,sporting facilities, retail and services and community events.

All of these positions are for professional staff on moderate incomes under \$60,000 pa. which are needed by the Yass community and many will have to be attracted from outside Yass.

Rental stress for these people is rent over \$350 pw. Only 1 slightly modern property has come available under \$350 this year in Yass.

Background checks, tenancy references and income checks will be carried out on all residents as part of the tenancy application and tenancy agreement process.

People without both proof of sufficient income and people without satisfactory recent rental references will be excluded.

Submission 3)

A This submission expressed various concerns with potential parking problems.

Reply - At Yass Valley Council's request the property owner has commissioned The Traffic Engineering Centre , a highly experienced and qualified company to carry out a full Traffic and parking Study.

It found no adverse parking problems would result from this development and the parking

was in excess of that required for approval. The requirement is for 4 parks, we are providing 8 plus bike parking and motorbike parking.

The submission implied that a larger number of people would be living in the rooms than is possible

The Management plan and tenancy agreements shall include a limit of maximum occupancy of one occupant in each room .

Just over 50% of Yass workers pre Covid drove to work & 90% of adults in NSW have a drivers licence & 5 % ride a motor bike

The parking plans have been amended and vehicles will be able to do a 3 point turn so as to drive out , not reverse.

Submission 4) This submission occupies a unit at the rear of the subject property and expressed a concern that their footings, walls and fence would be disturbed by the construction activity.

Reply – Incorrect . As per the cut and fill plan provided to council, the nearest point to the rear the extension shall be to the rear boundary shall be in excess of 4 metres and at no point shall the rear boundary site cut exceed half a metre.
It is not proposed to disturb the fence.

Submission 5) A expressed disappointment in the council consultation process.

Reply - Applicant cannot reply on behalf of council , however after 2 rounds of submissions and two public town meetings and two social impact assessments it is the applicant's belief that consultation has been far in excess of that usually conducted for a similar development application , has resulted in lengthy delays for approval with a resultant significant increase in construction cost.

5) B the submission expressed disappointment in the first town meeting conducted by Ms Talty and attended by the submitter and the applicant.

Reply - The first town meeting was conducted as per instructions from the company that produced the first social impact assessment.

5) C The submission felt that the applicant had insufficient local knowledge due to him not knowing that the laundromat facilities were located in the caravan park and stated that Yass does not have a bus service.

Reply - The applicant shall be providing an on site laundry with two heavy duty washing machines, laundry tub, bench space and sufficient storage.

Yass has a taxi service and most facilities are within walking distance of the subject property which is one of the reasons it is an ideal location.

5) D The submission was of the opinion that the applicants proposed tenants were elitist and outdated and not inclusive and found this offensive.

Reply - The applicant is not elitist and comes from a working class country town background and has no wish to be offensive.

5) E The submission asked how would they know that the applicant would not lease 2 victims of domestic violence, harmless, drug rehabilitation.

Reply - The applicant is confused by this as the submission's previous paragraph felt that the proposed tenants were elitist. It would not make any financial or other sense for the applicant to lease to problem tenants. There is a very long term severe shortage of modern single person rental accommodation.

5) F Submission feels that modern boarding house style of accommodation is a low bar and appalling.

Reply – Many people now live a busy lifestyle and have no wish for a traditional housing option and do not have the time or money for the upkeep. The reason for the development of the property is that only 2.7 % of Yass Valley housing is 1 bedroom or less . YET

20 % of Yass households are single-person households , creating a severe shortage of single person accommodation.

All of the recent Yass Council & NSW Government planning & strategy documents confirm that this is a growing problem.

The ongoing high occupancy rates of modern boarding houses and similar studio style accommodation shows that many people disagree with the submission.

5) G play submission feels the traffic study was misleading with generalisations and facts that are not relevant .

Reply – The Traffic Engineering Centre , the company that conducted this study , is a highly qualified and experienced firm specialising in traffic services.

Their clients include numerous councils, ACT government, law firms, civil construction firms and universities.

Note that the existing building is a 4 Bedroom house and both the present and past tenants have all had several vehicles so the minor increase in traffic noted on the Traffic Study is more than the actual increase as the study did not account for existing traffic from the subject property.

5) H This submission felt that eight parking spaces was insufficient.

Reply - On Census Day 2021 in Yass Valley Council area, 66.2% of people travelled to work in a private car as a car driver ,passenger or motorbike rider, 0.9% took public transport and 3.3% rode a bike or walked. 15.8% worked at home .

70% of adults in NSW have a drivers licence & 5 % ride a motor bike (bitre.gov.au)

The Traffic Engineering Centre , the company that conducted this study , is a highly qualified and experienced firm specialising in traffic services.

Their clients include numerous councils, ACT government, law firms, civil construction firms and universities.

The proposed parking is in excess of that required for approval.

Requirement is for 4 parks, we are providing 8 plus bike parking and motorbike parking.

Even though the applicant has provided excess parking he would be willing to add another park at the front but is trying to compromise between the submissions that want more parking and one of Council's advisers that requested reduced parking. Contrary to the views of some submissions there is very extensive on street parking within 150m of the subject property and the applicant has never seen all of this parking full. Although there are peak periods at the school and the Church, they would not occur at the same time as all tenants being home.

5) I The submission queried the motor vehicle movement diagram.

Reply - this has been noted.

Please see the amended motor vehicle movement diagram which has rectified the problem.

5) J the submission suggested the proposal be replaced with four townhouses as the area is a low density residential area.

Reply - the area is not a low-density residential area.

Under the Yass LEP It is zoned : Zone R3 Medium Density Residential

1 Objectives of zone

- To provide for the housing needs of the community within a medium density residential environment.
- To provide a variety of housing types within a medium density residential environment.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.
- To provide opportunities for medium density residential accommodation in locations close to shops, transport nodes, commercial services, public open space and employment opportunities.

3 Permitted with consent

Attached dwellings; Bed and breakfast accommodation; **Boarding houses**; Centre-based child care facilities; Community facilities; Dual occupancies; Emergency services facilities; Exhibition homes; Group homes; Hostels; Multi dwelling housing; Neighbourhood shops; Oyster aquaculture; Places of public worship; Residential flat buildings; Respite day care centres; Roads; Semi-detached dwellings; Seniors housing; Serviced apartments; Signage; Tank-based aquaculture; Water reticulation systems

4 Prohibited

Any other development not specified in item 2 or 3 including freestanding housing

Submission 6) A Noise and lights are a concern.

Reply - The noise regulations and tenancy conditions are the same as any other nearby tenants or occupants. Note the unit development at the rear of this property has more occupants than the proposed development and no submissions have complained of noise

from that development.

Tenancy lease terms will contain the following :Residents must respect the other resident's peaceful enjoyment of the premises, including surrounding neighbours.

The rental tenancy agreement will be terminated if this clause is breached two (2) times.

Any resident inviting visitors to the boarding house must take full responsibility for their behaviour. Any unacceptable behaviour by a visitor will be deemed to be unacceptable behaviour by the residents who invited the visitor.

Lighting shall be as per usual residential requirements.

6) B Provision of five car parks

Reply – The proposed parking is in excess of that required for approval.

Requirement is for 4 parks, we are providing 8 plus bike parking and motorbike parking.

On Census Day 2021 in Yass Valley Council area, 66.2% of people travelled to work in a private car as a car driver ,passenger or motorbike rider, 0.9% took public transport and 3.3% rode a bike or walked. 15.8% worked at home .

70% of adults in NSW have a drivers licence & 5 % ride a motor bike (bitre.gov.au)

The Traffic Engineering Centre , the company that conducted this study , is a highly qualified and experienced firm specialising in traffic services.

Their clients include numerous councils, ACT government, law firms, civil construction firms and universities.

Note one the Councils advisers has requested reduced parking.

6 C) How do fire and ambulance enter and exit.

Reply - The driveway is wide enough for both to enter as per other vehicles. An ambulance would be able to do a 3 point turn as per other vehicles. A large fire truck would need to reverse out and a situation requiring a large fire truck would have police or other appropriate persons controlling traffic.

Submission 7) A the business model is not viable

Reply - The projected financial modelling has indicated a reasonable return on the development. The applicant does not feel that financial modelling is a relevant requirement of this application. However, if council is willing to sign a confidentiality agreement the applicant is willing to release this to Council.

7) B The site is an overdevelopment

Reply - The small single storey proposed development is a very conservative proposal and could be considered under development at 14 rooms and less than 500 metres total building.

Allowable building area is 1400 metres which would have allowed for more than double the number of rooms.

7) C The situation is unsuitable for this complex.

Reply - The submission gives no explanation of which situation they refer to so the applicant is unable to respond. If the submission is referring to the location then this has been covered extensively in replies to previous submissions.

7) D Traffic is unworkable and dangerous.

Reply - The Traffic Engineering Centre , the company that conducted this study , is a highly qualified and experienced firm specialising in traffic services.

Their clients include numerous councils, ACT government, law firms, civil construction firms and universities.

They found that the increase in traffic to be minor only .

Note that the existing building is a 4 Bedroom house and both the present and past tenants have all had several vehicles so the minor increase in traffic noted on the Traffic Study is more than the actual increase as the study did not account for existing traffic from the subject property.

7) E It destroys the good amenity, trust and safety in this area.

Reply - this is a broad sweeping statement and the submission has included no specifics that can be replied to.

The applicant can only refer the reader to the many detailed replies in this document, the accompanying reports and studies along with the successful record of the hundreds of new boarding houses and studio style accommodation developments throughout NSW.

7) F Cameras, lighting and lockdowns are to be introduced at the boarding house. These destroy trust in our community and lead to psychological problems and suicide.

Reply - The applicant is not proposing any lockdowns and does not have the authority to do so, this is a government responsibility.

Police, security companies and government agencies all working to increase the use of surveillance cameras and increased lighting in order to provide people with a more secure environment. These measures are only proposed for the external common areas and many householders have undertaken similar measures. The applicant believes that implying that these measures will lead to psychological problems and suicide is scaremongering with no evidence.

7) G The submission raised a number of concerns with the first town meeting. The first issue was the amount of seating.

Reply. The seating was provided by Yass council who was notified of the purpose of the meeting.

7) H The submission raised concern of the business model and felt it is different from boarding houses in Queanbeyan and Canberra owned by the applicant.

Reply. - The applicant does not own any other boarding houses.

The projected financial modelling has indicated a reasonable return on the development. The applicant does not feel that financial modelling is a relevant requirement of this application. However, if council is willing to sign a confidentiality agreement the applicant is willing to release this to Council.

7) I The submission felt that the applicant's local knowledge was insufficient as he did not know the laundromat is in the caravan park.

Reply - The applicant shall be providing an on site laundry with two heavy duty washing machines, laundry tub, bench space and sufficient storage.

7) M The submission asserts a lack of suitable local residents and a deterioration in the capacity of clients.

Reply - Studio style housing is the most undersupplied type of accommodation in Yass and most parts of Australia due to the high cost of construction compared to other housing types. To say that there is not a shortage is in direct conflict with all recent expert housing studies by all levels of Government in Australia, including recent Planning papers directly affecting Yass. Many people now live a busy lifestyle and have no wish for a traditional housing option and do not have the time or money for the upkeep.

The reason for the development of the property is that only 2.7 % of Yass Valley housing is 1 bedroom or less. YET 20 % of Yass households are single person households, creating a severe shortage of single person accommodation.

All of the recent Yass Council & NSW Government planning & strategy documents confirm that this is a growing problem.

The ongoing high occupancy rates of new generation boarding houses and similar studio style accommodation shows that many people disagree with the submission.

There has been only one even moderately modern tenancy advertised in Yass this year under \$350.00pw.

Recently 2 vacancies were advertised at \$300 per week located above a hotel bar on the Main St and we're both rented in less than two weeks. These vacancies had not been updated in the last 60 years and had wooden floors meaning the tenants will have to tolerate extreme noise levels from the bar below.

7) N The proposal is an over development.

Reply - The small single storey proposed development is a very conservative proposal and could be considered under development at 14 rooms and less than 500 metres total building.

Allowable 2 storey building area under the zoning allowance plus the bonus :5 allowed under the SEPP is 1400 m2 which would have allowed for more than double the number of rooms.

7) O Everyone in the locality has voiced their opposition.

Reply - Incorrect. Several parties including the adjoining Department of Health and one of the neighbours has expressed support for the development and a number of neighbours have not expressed support or opposition.

7) P There will be parking problems and a chaotic and dangerous situation.

Reply - incorrect. As per the traffic study the impact on parking and traffic will be very minor.

On Census Day 2021 in Yass Valley Council area, 66.2% of people travelled to work in a private car as a car driver ,passenger or motorbike rider, 0.9% took public transport and 3.3% rode a bike or walked. 15.8% worked at home .

70% of adults in NSW have a drivers licence & 5 % ride a motor bike (bitre.gov.au)

The Traffic Engineering Centre , the company that conducted this study , is a highly qualified and experienced firm specialising in traffic services.

Their clients include numerous councils, ACT government, law firms, civil construction firms and universities. The proposed parking is in excess of that required for approval.

Requirement is for 4 parks, we are providing 8 plus bike parking and motorbike parking.

Note that the existing building is a 4 Bedroom house and both the present and past tenants have all had several vehicles so the minor increase in traffic noted on the Traffic Study is more than the actual increase as the study did not account for existing traffic from the subject property.

Even though the applicant has provided excess parking he would be willing to add another park at the front but is trying to compromise between the submissions that want more parking and one of Councils advisers that requested reduced parking . Contrary to the views of some submissions there is very extensive on street parking within 150m of the subject property and the applicant has never seen all of this parking full. Although there are peak periods at the school and the Church , they would not occur at the same time as all tenants being home .

Note one the Councils advisers has requested reduced parking, a request which the applicant has pushed back against.

7) Q physical checks will be required daily on the tenants to check their creative capacities, lockdown procedures would need to be enforced, and issues of social dysfunction, habits and safety would need to be dealt with.

Reply - This is a highly inflammatory , derogatory and insulting smear on the thousands of high quality tenants occupying modern boarding houses and similar studio style accommodation across NSW .

To demand daily checks on the creative capacity of tenants and to impose lockdown procedures in a modern democratic society is not only illegal but highly repulsive to the applicant and I'm sure to many Australians.

Most of these tenants are highly valued members of our community who would be hurt and insulted by this submission.

Tenancy conditions are the same as any other nearby tenants or occupants .

Note the unit development at the rear of this property has more occupants than the proposed development and no submissions have complained of noise from that development.

Tenancy lease terms will contain the following :Residents must respect the other resident's peaceful enjoyment of the premises, including surrounding neighbours.

The rental tenancy agreement will be terminated if this clause is breached two (2) times.

7) R very concerning safety issues.

Reply - Incorrect. The submission gives no explanation for this assertion nor any detail that can be replied to. The applicant can only refer the reader to the wealth of material submitted with this application and in these replies to the submissions.

7) S danger to engineered walls and drainage systems.

Reply - Incorrect . As per the cut and fill plan provided to council, the nearest point to the rear the extension shall be to the rear boundary shall be in excess of 4 metres and at no point shall the rear boundary site cut exceed half a metre.

It is not proposed to disturb any drainage system or fencing and the applicant will provide Council with hydraulic plans .

It would be normal good practice for the engineer of any neighbouring properties to have taken into consideration that one day adjoining properties may be built upon.

7) T Safe working space for emergency vehicles .

Reply - The driveway is wide enough (approximately 4m) to enter as per other vehicles. An ambulance would be able to do a 3 point turn as per other vehicles. A large fire truck would need to reverse out and a situation requiring a large fire truck would have police or other appropriate persons controlling traffic.

7) U Murrumbateman would be a good site for a new generation boarding house

Reply - The applicant has no comment on Council planning policies for Murrumbateman.

7) V Murrumbateman would be a better fit with the existing boarding houses belonging to the applicant in Queanbeyan and Canberra

Reply - The applicant does not own any other new generation boarding houses nor does he propose to own any more.

Submission 8) A the development will have negative implications for people surrounding the development particularly residents who share a boundary fence with the development.

Reply - This is a very sweeping general assertion and the applicant would need details in order to give a detailed specific reply . A general reply would be that the many replies contained in this document, information given at the town meeting by the applicant , and in the multiple reports and details accompanying the application totally refute this assertion.

8) B Existing residents worry that if another owner takes control what will it be like in two or five years time.

Reply - Any owner and their tenants shall be bound by the same laws, rules and regulations applying to any New generation boarding house property in NSW. To lower the standard of tenant would have negative impacts on the value of the property which would not be in the interest of any owner.

8) C Unsuitable for the block chosen and surrounding area.

Reply - the small single storey proposed development is a very conservative proposal and could be considered under development at 14 rooms and less than 500 metres total building.

Allowable 2 storey building area under the zoning allowance plus the bonus :5 allowed under the SEPP is 1400 m2 which would have allowed for more than double the number of rooms. The site is a 1400m2 street front block with the boarding house being under 500mm2 in a medium density zone .

The property is ideally situated in a medium density precinct undergoing extensive change and adjoining the new Yass Valley Ambulance base & hospital , is opposite a medical centre , at the rear of the subject property is ten modern townhouses , with other unit developments within close proximity , all of which have been constructed in late 20th century and 21st century.

It is a short 200m walk to the town commercial & retail centre , churches , a school , clubs and all services and entertainment. It is situated to allow maximum access to employment & transport for the residents . : This property is ideally located for a new generation boarding house.

All of the recent applicable Planning Statements pertaining to this location in Yass advocate increased density , infill development and the need for more diverse ,smaller , affordable and adaptable housing.

The property is ideally situated in a medium density precinct adjoining the Yass Valley Ambulance base & hospital , is opposite a medical centre , at the rear is ten townhouses , with other unit developments within close proximity.

It is a short 200m walk to the town commercial & retail centre , churches , a school , clubs and all services and entertainment. It is situated to allow maximum access to employment & transport for the residents and to achieve the best socio- economic and health & well being outcomes for the occupants.

Under the Yass LEP It is zoned : Zone R3 Medium Density Residential

1 Objectives of zone

- To provide for the housing needs of the community within a medium density residential environment.
- To provide a variety of housing types within a medium density residential environment.

- To enable other land uses that provide facilities or services to meet the day to day needs of residents.
- To provide opportunities for medium density residential accommodation in locations close to shops, transport nodes, commercial services, public open space and employment opportunities.

3 Permitted with consent

Attached dwellings; Bed and breakfast accommodation; **Boarding houses**; Centre-based child care facilities; Community facilities; Dual occupancies; Emergency services facilities; Exhibition homes; Group homes; Hostels; Multi dwelling housing; Neighbourhood shops; Oyster aquaculture; Places of public worship; Residential flat buildings; Respite day care centres; Roads; Semi-detached dwellings; Seniors housing; Serviced apartments; Signage; Tank-based aquaculture; Water reticulation systems

4 Prohibited

Any other development not specified in item 2 or 3 including **freestanding housing**.

8) D Not compatible with the area.

Reply - This new generation boarding house is indeed highly compatible with the area. This property is ideally located for a new generation boarding house.

The property is ideally situated in a medium density precinct adjoining the Yass Valley Ambulance base & hospital , is opposite a medical centre , at the rear is ten townhouses , with other unit developments within close proximity. It is a short 200m walk to the town commercial & retail centre , churches , a school , clubs and all services and entertainment. It is situated to allow maximum access to employment & transport for the residents and to achieve the best socio- economic and health & well being outcomes for the occupants.

Studio style housing is the most undersupplied type of accommodation in Yass and most parts of Australia due to the high cost of construction compared to other housing types . To say that it is not socially acceptable is in direct conflict with all recent expert housing studies by all levels of Government in Australia, including recent Planning papers directly affecting Yass.

This property is ideally located for a new generation boarding house.

All of the recent applicable Planning Statements pertaining to this location in Yass advocate increased density , infill development and the need for more diverse ,smaller , affordable and adaptable housing.

The NSW South East and Tablelands Regional Plan 2036

Principles

Provide for a diversity of choice in residential land and dwelling types . Maintaining the historical pattern of development – large lots with detached houses is not reflective of the changing demographics of the area (e.g. increase in single person households).

Direction 24

Emphasises that greater housing choices in existing centres is needed to cater for the decrease in the average household size, and to provide more affordable options. Planning will need to cater for a rise in the number of single person households, a decrease in the number of occupants in each household, more affordable housing, the needs of tourists and an ageing population. The expected single person households is expected to be almost as large as 2 person households and larger than all other households including families by 2036.

Direction 25

Maximise existing infrastructure and services and minimise the need for new services; prioritise increased densities within existing urban areas; and prioritise new release areas that are an extension of existing local centres.

Direction 27

Deliver more opportunities for affordable housing. Incentives to influence housing affordability include planning incentives, such as increases in density, and new generation boarding houses and secondary dwellings, such as granny flats.

8) E Insufficient time and information.

Reply incorrect. The applicant first approached the Yass council planning staff in early 2020. The first advertising by Yass council for public submissions was in mid 2021. It is now May 2023.

This was an extraordinarily long time.

The cost of this development has increased quite significantly due the unnecessarily long time period that has passed and the ongoing severe shortage of affordable single person accommodation is worsening .

A vast amount of information has been provided however during this extremely long period of time.

The NSW Government guidelines for council approval or rejection of this type of development is 42 days . The applicant is then free to appeal to the NSW Land & environment Court . The applicant has received advice that the Court is very unlikely to reject this modest proposal in this location.

8) F Traffic impact.

Reply - incorrect . As per the traffic study the impact on parking and traffic will be very minor.

Note that the existing building is a 4 Bedroom house and both the present and past tenants have all had several vehicles so the minor increase in traffic noted on the Traffic Study is more than the actual increase as the study did not account for existing traffic from the subject property.

On Census Day 2021 in Yass Valley Council area, 66.2% of people travelled to work in a private car as a car driver ,passenger or motorbike rider, 0.9% took public transport and

3.3% rode a bike or walked. 15.8% worked at home .

70% of adults in NSW have a drivers licence & 5 % ride a motor bike (bitre.gov.au)

The Traffic Engineering Centre , the company that conducted this study , is a highly qualified and experienced firm specialising in traffic services.

Their clients include numerous councils, ACT government, law firms, civil construction firms and universities.

The proposed parking is in excess of that required for approval.

Requirement is for 4 parks, we are providing 8 plus bike parking and motorbike parking.

8) G impact of vehicle noise and headlights on the rear boundary unit development.

Reply - the rear boundary unit development has more occupants then they proposed development and there has been no complaints in the submissions from the occupants of those units about traffic noise and headlights in their development . There is a 1.8 metre high fence between the two properties which will prevent any direct shining of headlights .

8) H impact of residents on surrounding residents-noise, laundry, unsightly clotheslines.

Reply – The noise regulations and tenancy conditions are the same as any other nearby tenants or occupants .

Note the unit development at the rear of this property has more occupants than the proposed development and no submissions have complained of noise from that development.

Tenancy lease terms will contain the following :Residents must respect the other resident's peaceful enjoyment of the premises, including surrounding neighbours.

The rental tenancy agreement will be terminated if this clause is breached two (2) times.

Any resident inviting visitors to the boarding house must take full responsibility for their behaviour. Any unacceptable behaviour by a visitor will be deemed to be unacceptable behaviour by the residents who invited the visitor.

The applicant shall be providing an on site laundry with two heavy duty washing machines, laundry tub, bench space and sufficient storage.

The clothes lines shall be below fence height and similar to clothes lines in other unit developments.

Submission 9) A the proposed development will be a motel.

Reply - Incorrect . The application is for a new generation boarding house only and no other approvals are being sought.

9) B provision for on site parking are inadequate.

Reply - Incorrect . As per the traffic study the parking is more than adequate.

70% of adults in NSW have a drivers licence & 5 % ride a motor bike (bitre.gov.au)

Even though the applicant has provided excess parking he would be willing to add another park at the front but is trying to compromise between the submissions that want more parking and one of Councils advisers that requested reduced parking . Contrary to the views

of some submissions there is very extensive on street parking within 150m of the subject property and the applicant has never seen all of this parking full. Although there are peak periods at the school and the Church , they would not occur at the same time as all tenants being home .

On Census Day 2021 in Yass Valley Council area, 66.2% of people travelled to work in a private car as a car driver ,passenger or motorbike rider, 0.9% took public transport and 3.3% rode a bike or walked. 15.8% worked at home .

70% of adults in NSW have a drivers licence & 5 % ride a motor bike (bitre.gov.au)

The Traffic Engineering Centre , the company that conducted this study , is a highly qualified and experienced firm specialising in traffic services.

Their clients include numerous councils, ACT government, law firms, civil construction firms and universities.

The proposed parking is in excess of that required for approval.

SEPP Requirement is for 4 parks, we are providing 8 plus bike parking and motorbike parking.

9) C access for ambulance and fire brigade is poor.

Reply - Incorrect . the driveway is wide enough to enter as per other vehicles. An ambulance would be able to do a 3 point turn as per other vehicles.

A large fire truck would need to reverse out and a situation requiring a large fire truck would have police or other appropriate persons controlling traffic.

9) D risk to the integrity of the walls in close proximity to unit 5 and 6/ 43 Dutton St

Reply - Incorrect . As per the cut and fill plan provided to council, the nearest point to the rear the extension shall be to the rear boundary shall be in excess of 4 metres and at no point shall the rear boundary site cut exceed half a metre.

It is not proposed to disturb the fence.

It is reasonable to assume that the engineer for the 43 Dutton St unit development would have expected other undeveloped blocks boarding onto 43 Dutton St would at some stage be developed.

9) E the proposed management model is poor and unenforceable.

Reply - The applicant cannot see the inadequacy 's in the management plan. It is based on a template used in other new generation boarding houses. The applicant is willing to vary the management plan if council has reasonable requests.

9) F the management of waste disposal could be problematic.

Reply - Incorrect The waste management plan has been prepared by Experienced independent experts.

Submission 10) A Transport and parking.

Reply - most of the information in this submission is in relation to existing traffic movements in the nearby Dutton St , not relating to any increase in traffic from the subject property.

As per the traffic study the increase in traffic from the site will be minimal .

Note that the existing building is a 4 Bedroom house and both the present and past tenants have all had several vehicles so the minor increase in traffic noted on the Traffic Study is more than the actual increase as the study did not account for existing traffic from the subject property.

On Census Day 2021 in Yass Valley Council area, 66.2% of people travelled to work in a private car as a car driver ,passenger or motorbike rider, 0.9% took public transport and 3.3% rode a bike or walked. 15.8% worked at home .

70% of adults in NSW have a drivers licence & 5 % ride a motor bike (bitre.gov.au)

The Traffic Engineering Centre , the company that conducted this study , is a highly qualified and experienced firm specialising in traffic services.

Their clients include numerous councils, ACT government, law firms, civil construction firms and universities.

10) B Rezoning The submitter mentioned that some of the units in the development backing onto the rear of this property will be within 3 metres of parking and 5 metres of the rear of the boarding house. The submitter's conclusion was that the boarding house will become a motel.

Reply - Incorrect . The application is for a new generation boarding house only and no other approvals are being sought.

10) C Environment and social impact . Similar ventures in Wagga have ended as disasters.

Reply - The applicant has been unable to find any examples of new generation building houses in Wagga or any news reports of any problems in a new generation boarding house in Wagga.

There are thousands of high quality tenants occupying new generation boarding houses and similar studio style accommodation across NSW . Most of these tenants are highly valued members of our community who would be hurt and dreadfully insulted by this submission. This submission shows an uninformed and unresearched attitude.

The hundreds of new generation boarding houses across NSW continue to have very high occupancy rate from quality tenants . These have now been available for a decade and there is no research showing they have a higher rate social or economic problems than any other form of housing .

This development has been formulated to attract a clientele which is based on local service staff, police, students ,medical staff from both the hospital & ambulance service , teachers and support staff ,single retirees who cant afford retirement village life ,nursing home staff , childcare staff , homecare staff , cleaners , retail staff , Government & National company employees transferred to Yass , teachers , social workers and the like who require moderately priced affordable housing close to work ,sporting facilities, retail and services and community events.

All of these positions are for professional staff on moderate incomes under \$60,000 pa. which are needed by the Yass community and many will have to be attracted from outside Yass.

New boarding house type legislation to encourage more single room affordable accommodation . The success of this type of accommodation was recently again demonstrated by NSW Government amending housing legislation to encourage more of this type of housing.

NSW government has recently passed legislation amending the Housing SEPP to allow Co living throughout most NSW zones including this zone .

Under the Housing SEPP, co-living housing: must provide a primary place of residence for all occupants – it may not be used for short-term tourist and visitor accommodation has private room sizes from 12 m2 for a single person or 16 m2 for a couple to 25 m2, excluding any space used for private kitchen or bathroom facilities.

may have as few as 6 private rooms but most co-living housing developments will typically have around 30 to 40 private rooms

must provide indoor and outdoor communal space for residents to relax and socialise

must provide adequate kitchen, bathroom and laundry facilities for all residents, either as private or shared facilities

Must have a manager. The manager does not have to be always on site, but must be contactable by phone 24/7.

Rental stress for these people is rent over \$350 pw. Only 1 slightly modern property has come available under \$350 this year in Yass.

Background checks, tenancy references and income checks will be carried out on all residents as part of the tenancy application and tenancy agreement process.

People without both proof of sufficient income and people without satisfactory recent rental references will be excluded.

10) D Accommodation. The submission postulated that there is no shortage of this type of accommodation in Yass.

Reply - Studio style housing is the most undersupplied type of accommodation in Yass and most parts of Australia due to the high cost of construction compared to other housing types . To say that there is not a shortage is in direct conflict with all recent expert housing studies by all levels of Government in Australia, including recent Planning papers directly affecting Yass Many people now live a busy lifestyle and have no wish for a traditional housing option and do not have the time or money for the upkeep.

The reason for the development of the property is that only 2.7 % of Yass Valley housing is 1 bedroom or less . YET 20 % of Yass households are single person households , creating a severe shortage of single person accommodation.

All of the recent Yass Council & NSW Government planning & strategy documents confirm that this is a growing problem.

The ongoing high occupancy rates of new generation boarding houses and similar studio style accommodation shows that many people disagree with the submission.

There has been only one even moderately modern tenancy advertised in Yass this year under \$350.00pw.

Recently 2 vacancies were advertised at \$300 per week located above a hotel bar on the Main St and we're both rented in less than two weeks. These vacancies had not been updated in the last 60 years and had wooden floors meaning the tenants will have to tolerate extreme noise levels from the bar below.

10) E Safety This submission is of the view that the driveway is ridiculously small and in the case of a medical emergency or fire would be impossible to negotiate . The submission was of the view that the new construction would be weatherboard.

Reply - The driveway is wide enough (approximately 4m) to enter as per other vehicles. An ambulance would be able to do a 3 point turn as per other vehicles. A large fire truck would need to reverse out and a situation requiring a large fire truck would have police or other appropriate persons controlling traffic.

There will no difficulty for fire hoses to reach any point in the building .

All new construction is brick, not weatherboard.

Submission 11) This submission thanks Mr Chris Berry for the opportunity to refresh and expand upon his comments and ask for a response from Mr Berry.

Submission 12) A This submission was unhappy with the outcome of the first town hall public meeting.

Reply - There has now been a second town hall public meeting and a second round of public submissions which this submitter has forwarded his submission to and is now being replied to.

12) B the submission believes the traffic impact in parking assessment is false and misleading and he disagrees with it.

Reply - The Traffic Engineering Centre , the company that conducted this study, is a highly qualified and experienced firm specialising in traffic services.
Their clients include numerous councils, ACT government, law firms, civil construction firms and universities.

As per the traffic study, the increase in traffic from the site will be minimal .

Note that the existing building is a 4 Bedroom house and both the present and past tenants have all had several vehicles so the minor increase in traffic noted on the Traffic Study is more than the actual increase as the study did not account for existing traffic from the subject property.

On Census Day 2021 in Yass Valley Council area, 66.2% of people travelled to work in a private car as a car driver ,passenger or motorbike rider, 0.9% took public transport and 3.3% rode a bike or walked. 15.8% worked at home .

12) C Not enough parking

Reply - The proposed parking is in excess of that required for approval.
Requirement is for 4 parks, we are providing 8 plus bike parking and motorbike parking.

70% of adults in NSW have a drivers licence & 5 % ride a motor bike (bitre.gov.au)

Even though the applicant has provided excess parking he would be willing to add another park at the front but is trying to compromise between the submissions that want more parking and one of Councils advisers that requested reduced parking . Contrary to the views of some submissions there is very extensive on street parking within 150m of the subject property and the applicant has never seen all of this parking full. Although there are peak periods at the school and the Church , they would not occur at the same time as all tenants being home .

12 D) the submission expressed concern with the type of resident occupying the property.

Reply - There are thousands of high quality tenants occupying new generation boarding houses and similar studio style accommodation across NSW . Most of these tenants are highly valued members of our community who would be hurt and insulted by this submission. This submission shows an uninformed and unresearched attitude.

The hundreds of new generation boarding houses across NSW continue to have very high occupancy rate from quality tenants . These have now been available for a decade and there is no research showing they have a higher rate social or economic problems than any other form of housing .

This development has been formulated to attract a clientele which is based on local service staff, police, students ,medical staff from both the hospital & ambulance service , teachers and support staff ,single retirees who cant afford retirement village life ,nursing home staff , childcare staff , homecare staff , cleaners , retail staff , Government & National company employees transferred to Yass , teachers , social workers and the like who require moderately priced affordable housing close to work ,sporting facilities, retail and services and community events.

All of these positions are for professional staff on moderate incomes under \$60,000 pa. which are needed by the Yass community and many will have to be attracted from outside Yass.

Submission 13) A the submission gave a lengthy explanation of why they felt the social impact assessment was inadequate.

Reply . - Although the report was prepared by a company who has done many reports for linear Verde Design , due to there being several submissions similar to this, the applicant has commissioned a second social impact assessment and submitted this to Yass council along with the qualifications of the assessment author.

The second social impact assessment had similar positive conclusions to the first one.

13) B the submission asserts that there is no requirement for this accommodation in Yass.

Reply - Incorrect . The applicant refers the reader to the detailed reply given under 1) C whereby all recent housing studies both government , community , social organisations and otherwise have all concluded that there is a great unfulfilled need for this type of accommodation and the recent Federal budget offered tax incentives to foreign companies to build affordable accommodation due to the critical shortage and has allocated a significant amount to a housing fund.

The reason for the development of the property is that only 2.7 % of Yass Valley housing is 1 bedroom or less . YET 20 % of Yass households are single person households , creating a severe shortage of single person accommodation such as new generation boarding houses and similar studio style accommodation.

There has been only one even moderately modern tenancy advertised in Yass this year under \$350.00pw.

Recently 2 vacancies were advertised at \$300 per week located above a hotel bar on the Main St and we're both rented in less than two weeks. These vacancies had not been updated in the last 60 years and had wooden floors meaning the tenants will have to tolerate extreme noise levels from the bar below.

All the recent NSW regional planning strategies including those directly affecting Yass such as :

The Queanbeyan Palerang Affordable Housing Strategy April 2023

The applicant highly recommends that Yass Council studies this document. It is the most recent strategy available , it includes Bungendore and Braidwood and gives a detailed picture of a crisis situation in affordable single-person accommodation that is worsening.

For example is the below paragraph

Given the likelihood that at least 60% of affordable housing needs will be from smaller (lone person and couple) households by 2041, and that there is a very high need for affordable studio, one and two bedroom strata dwellings in the context of a seriously constrained supply of such dwellings, there is significant benefit in actively increasing the supply of smaller studio, one and two bedroom apartments near major centres of Queanbeyan (including Googong and Jerrabomberra), Bungendore and Braidwood as well as developing a supply of well-located New Generation Boarding Houses and Co-living Housing through the Housing SEPP.

The NSW South East and Tablelands Regional Plan 2036

Principles

Provide for a diversity of choice in residential land and dwelling types . Maintaining the historical pattern of development – large lots with detached houses is not reflective of the changing demographics of the area (e.g. increase in single person households).

Direction 24

Emphasises that greater housing choices in existing centres is needed to cater for the decrease in the average household size, and to provide more affordable options. Planning will need to cater for a rise in the number of single person households, a decrease in the number of occupants in each household, more affordable housing, the needs of tourists and an ageing population. The expected single person households is expected to be almost as large as 2 person households and larger than all other households including families by 2036.

Direction 25

Maximise existing infrastructure and services and minimise the need for new services; prioritise increased densities within existing urban areas; and prioritise new release areas that are an extension of existing local centres.

Direction 27

Deliver more opportunities for affordable housing. Incentives to influence housing affordability include planning incentives, such as increases in density, and new generation boarding houses and secondary dwellings, such as granny flats.

NSW Regional Housing Report 2021 Recommendations

Key Recommendation 2. Increase the availability of affordable and diverse housing across regional NSW.

3. Growth h. Provide opportunities for affordable and adaptable housing, appropriate policies should encourage the development of multi dwelling housing in locations close to transport corridors and within close proximity to town centre.

4. Infrastructure: a. Future development should maximise the efficient use of existing infrastructure and services and minimise the need for additional infrastructure where possible .

Southeast & tablelands regional (NSW) 2036

Greater housing choice in existing centres is needed to cater for the decrease in the average household size. Planning will need to cater for a rise in the number of single person households, a decrease in the number of occupants in each household, more affordable housing, the needs of tourists and an ageing population.

24.3 Promote increased housing choice, including townhouses, villas and apartments in strategic centres and locations close to existing services and jobs.

25.1 Focus future settlement to locations that:

- maximise existing infrastructure and services and minimise the need for new services;
- prioritise increased densities within existing urban areas;

Direction 27: Deliver more opportunities for affordable housing

Appropriate planning controls and incentives that can help deliver affordable housing include:

Actions 27.1 Deliver greater housing affordability by incorporating policies and tools into local housing strategies and local planning controls that will enable a greater variety of housing types and incentivise private investment in affordable housing.

27.2 Facilitate greater housing diversity, including studios and one- and two-bedroom dwellings, to match forecast changes in household sizes.

Yass Valley Local Strategic Planning Statement

Growth Principles

Provide for a diversity of choice in residential land and dwelling types in a range of appropriate locations (Priority 2) Encourage development that responds to emerging demographic trends and associated lifestyle requirements (Priority 2)
Throughout Canberra suburbs there are in fact many developments which include small studio units , many of which have been constructed in recent years. New generation boarding houses have been constructed across many towns and suburbs in NSW in the last decade and are providing quality accommodation for thousands of people on moderate incomes. Canberra authorities have received applications for new boarding houses and are considering legislation to allow more boarding houses.

New boarding house type legislation to encourage more single room accommodation NSW government has recently passed legislation amending the Housing SEPP to allow Co living throughout most NSW zones including this zone .

Under the Housing SEPP, co-living housing: must provide a primary place of residence for all occupants – it may not be used for short-term tourist and visitor accommodation , has private room sizes from 12 m2 for a single person or 16 m2 for a couple to 25 m2, excluding any space used for private kitchen or bathroom facilities.

May have as few as 6 private rooms but most co-living housing developments will typically have around 30 to 40 private rooms

Must provide indoor and outdoor communal space for residents to relax and socialise must provide adequate kitchen, bathroom and laundry facilities for all residents, either as private or shared facilities, must have a manager. The manager does not have to be always on site, but must be contactable by phone .

13) C The submission is of the opinion this is low quality accommodation unsuitable for the 21st century due to the small size of each room.

Reply the accommodation size has been designed to be of a maximum size while keeping within the NSW government limits.

They submitter is probably judging the accommodation from a personal point of view .

There are many people in the 21st century that do not have the time, inclination nor the budget 4 the traditional housing model. The success and suitability of this type of accommodation has been proven by the ongoing high occupation right of new generation boarding houses.

The need for this accommodation is so high that the NSW government has now introduced a new category of accommodation called Co living. The room sizes etc are the same as that for new generation boarding houses. These shall be allowed to be constructed throughout most of Yass including in this area.

13) D the submission fails although the traffic and parking report was professional its outcome is questionable.

Reply - The Traffic Engineering Centre , the company that conducted this study , is a highly qualified and experienced firm specialising in traffic services.
Their clients include numerous councils, ACT government, law firms, civil construction firms and universities.

As per the traffic study the increase in traffic from the site will be minimal .

Note that the existing building is a 4 Bedroom house and both the present and past tenants have all had several vehicles so the minor increase in traffic noted on the Traffic Study is more than the actual increase as the study did not account for existing traffic from the subject property.

On Census Day 2021 in Yass Valley Council area, 66.2% of people travelled to work in a private car as a car driver ,passenger or motorbike rider, 0.9% took public transport and 3.3% rode a bike or walked. 15.8% worked at home .

The proposed parking is in excess of that required for approval.

Requirement is for 4 parks, we are providing 8 plus bike parking and motorbike parking.

70% of adults in NSW have a drivers licence & 5 % ride a motor bike (bitre.gov.au)

Even though the applicant has provided excess parking he would be willing to add another park at the front but is trying to compromise between the submissions that want more parking and one of Councils advisers that requested reduced parking .

Contrary to the views of some submissions there is very extensive on street parking within 150m of the subject property and the applicant has never seen all of this parking full. Although there are peak periods at the school and the Church , they would not occur at the same time as all tenants being home .

Submission 14 this submission expressed a concern that they proposed driveway would pose a possible risk for ambulance.

Reply - The driveway is an existing straight driveway and its entry onto Meehan St is clear in both directions. There is no on-street parking allowed immediately either side of the driveway.

As per the traffic study the increase in traffic from the site will be minimal.

The existing house in a 4 bedroom home , both, existing and past tenants have had multiple vehicles and there have been no traffic incidents.

Submission 15

Reply - This submission is a copy of submission 1 so please refer to replies to submission 1.

It should be noted by Council that a common theme throughout the consultation and the submissions is that all negative feedback is coming from a small group of people opposed to having modern affordable accommodation in their area and most of their submissions are

very similar.

There have been no objections from the wider Yass community and a couple of the neighbours who have no objection have informed the applicant that they felt intimidated by those who dominated the first public town meeting.

Submission 16) A The submission feels that it is inappropriate to have this type of accommodation on this size site area.

Reply - The small single storey proposed building is a very conservative proposal and could be considered under development being 14 rooms and less than 500 metres total building. The allowable 2 storey building area under the zoning allowance plus the bonus :5 allowed under the SEPP equals 1400 m2 which would have allowed for more than double the number of rooms.

The site is a 1400m2 street front block with the boarding house being under 500mm2 in a medium density zone .

16) B Inadequate parking .

Reply - On Census Day 2021 in Yass Valley Council area, 66.2% of people travelled to work in a private car as a car driver ,passenger or motorbike rider, 0.9% took public transport and 3.3% rode a bike or walked. 15.8% worked at home .

The proposed parking is in excess of that required for approval.

Requirement is for 4 parks, we are providing 8 plus bike parking and motorbike parking.

70% of adults in NSW have a drivers licence & 5 % ride a motor bike (bitre.gov.au)

Even though the applicant has provided excess parking he would be willing to add another park at the front but is trying to compromise between the submissions that want more parking and one of Councils advisers that requested reduced parking .

Contrary to the views of some submissions there is very extensive on street parking within 150m of the subject property and the applicant has never seen all of this parking full.

Although there are peak periods at the school and the Church , they would not occur at the same time as all tenants being home .

Submission 17 The submission express concern regarding their brick wall and fence and asked to meet with Mr Denker.

Reply - As per the cut and fill plan provided to Council, the nearest point to the rear of the extension shall be to that boundary shall be in excess of 4 metres from the boundary and at no point shall the rear boundary site cut exceed half a metre.

It is not proposed to disturb the fence.

It is reasonable to assume that the engineer for the 43 Dutton St unit development would have expected other undeveloped blocks adjoining 43 Dutton St would at some stage be developed.

Submission 18 the submission felt that there are existing parking and traffic problems in Fifield Lane , that they have not been consulted and that council had not taken action on

these problems in Fifield lane. They feel although they are not neighbours to the development residents in their lane will be impacted.

Reply - It appears this submission is not directly related to the development application for the subject property.

The Traffic Engineering Centre , the company that conducted this study , is a highly qualified and experienced firm specialising in traffic services. Their clients include numerous councils, ACT government, law firms, civil construction firms and universities.

As per the traffic study the increase in traffic from the site will be minimal .

Note that the existing building is a 4 Bedroom house and both the present and past tenants have all had several vehicles so the minor increase in traffic noted on the Traffic Study is more than the actual increase as the study did not account for existing traffic from the subject property and there has been no problems with the existing traffic to and from the property.

Section 4.15 Assessment

Summary of Application

Development Application No.	DA210165
Type of Development	Local Development
Development Site	LOT:B DP:153884 141 Meehan Street, Yass
Description of Development	Alterations and additions to an existing dwelling house to provide for a boarding house with 14 rooms and associated works.

Integrated Development

Legislation	Yes	N/A
<i>Coal Mine Subsidence Compensation Act 2017</i> s 22	<input type="checkbox"/>	✓
<i>Fisheries Management Act 1994</i> s 144, S201 S205, S219,	<input type="checkbox"/>	✓
<i>Heritage Act 1977</i> s 58	<input type="checkbox"/>	✓
<i>Mining Act 1992</i> ss 63, 64	<input type="checkbox"/>	✓
<i>National Parks and Wildlife Act 1974</i> s 90	<input type="checkbox"/>	✓
<i>Petroleum (Onshore) Act 1991</i> s 16	<input type="checkbox"/>	✓
<i>Protection of the Environment Operations Act 1997</i> ss 43(a), 47 and 55, ss 43(b), 48 and 55, ss 43(d), 55 and 122	<input type="checkbox"/>	✓
<i>Roads Act 1993</i> s 138	<input type="checkbox"/>	✓
<i>Rural Fires Act 1997</i> s 100B	<input type="checkbox"/>	✓
<i>Water Management Act 2000</i> ss 89, 90, 91	<input type="checkbox"/>	✓

Comments

The Development Application is not integrated development.

Section 4.15 – Matters for Consideration

Provisions of any environmental planning instrument

State Environmental Planning Policy (SEPP)	<p>Where a SEPP is applicable to the proposed development, is the development:</p> <ul style="list-style-type: none"> • Consistent with the aims and objectives of the instrument • Complies with development standards contained in the instrument • Satisfies the requirements of the instrument • Meets the relevant concurrence, consultation and/or referral requirements.
<p>Comment</p> <p>State Environmental Planning Policy (Housing) 2021:</p> <p>The Development Application was lodged at Council on 29 July 2021. The commencement date of SEPP (Housing) 2021 is 26 November 2021. In accordance with subsection 2, clause 1a of Schedule 7A Savings and Transitional provisions of the SEPP (Housing) 2021, the policy does not apply to this DA.</p> <p>Subsection (2), clause (2) of Schedule 7A Savings and transitional provisions of the SEPP (Housing) 2021 applies and as such <i>State Environmental Planning Policy (Affordable Rental Housing) 2009</i> continues to apply to the subject application.</p> <p>State Environmental Planning Policy (Affordable Rental Housing) 2009</p> <p>In this instance Division 3 Boarding houses applies to the proposed development. Consistent with clause 26 the development is located within the R3 Medium Density Residential zone, being one of the prescribed zones. Per clause 28 development to which the Division applies may be carried out with consent. The following is an assessment against the relevant provisions of the SEPP.</p> <p>Clause 29 Standards that cannot be used to refuse consent</p> <p><i>(1) A consent authority must not refuse consent to development to which this Division applies on the grounds of density or scale if the density and scale of the buildings when expressed as a floor space ratio are not more than—</i></p> <p><i>(a) the existing maximum floor space ratio for any form of residential accommodation permitted on the land, or</i></p> <p><i>(b) if the development is on land within a zone in which no residential accommodation is permitted—the existing maximum floor space ratio for any form of development permitted on the land, or</i></p> <p><i>(c) if the development is on land within a zone in which residential flat buildings are permitted and the land does not contain a heritage item that is identified in an environmental planning instrument or an interim heritage order or on the State Heritage Register—the existing maximum floor space ratio for any form of residential accommodation permitted on the land, plus—</i></p> <p><i>(i) 0.5:1, if the existing maximum floor space ratio is 2.5:1 or less, or</i></p> <p><i>(ii) 20% of the existing maximum floor space ratio, if the existing maximum floor space ratio is greater than 2.5:1.</i></p> <p><i>(2) A consent authority must not refuse consent to development to which this Division applies on any of the following grounds—</i></p> <p>Comment</p> <p>With regard to the matters listed it is noted:</p> <p>(a) a maximum FSR of 0.5:1 is permitted pursuant to the local environmental planning instrument. From the documentation submitted it is understood the development complies with an FSR of 0.336:1.</p> <p>(b) Does not apply. There are types of residential accommodation permitted in the R3 Medium Density Residential zone.</p> <p>The development does not propose to utilise any increase in FSR permitted under the SEPP.</p>	

As detailed in subclause 2, the consent authority must not refuse consent to development to which this Division applies on any of the following grounds:

(a) Building Height

If the building height of all proposed buildings is not more than the maximum building height permitted under another environmental planning instrument for any building on the land.

Comment

The development complies with the maximum permitted height under the local environmental planning instrument being 8m. The architectural plans suggest a maximum height of 5.82m, being a single storey structure.

(b) Landscaped area

If the landscape treatment of the front setback area is compatible with the streetscape in which the building is located.

Comment

The landscape plan submitted with the application proposes the retention of the existing hedge treatment and which would be modified to construct a mail box. Landscape plans have been amended to include a photinia super hedge along the angled south west boundary. Turf, some small plantings and a manchurian pear tree are proposed forward of the building line.

Council's Heritage Advisor requested an extension of boundary plantings between the site and the adjoining property at 139 Meehan St, to a minimum width of 600mm wide, which has not been adopted and raised concerns regarding the provision of a parking space forward of the building line.

Further to the above comments, it is noted that the stormwater plans detail a 9m x 7m wide absorption trench within the front building line. It is unclear what the implications would be for the proposed landscape treatment.

For the reasons stated above it is considered that the proposed landscape treatment forward of the building line is not compatible with the streetscape.

(c) Solar access

Where the development provides for one or more communal living rooms, if at least one of those rooms receives a minimum of 3 hours direct sunlight between 9am and 3pm in mid-winter.

Comment

Shadow diagrams have been submitted which indicate that the communal living room will get some solar access between 11am – 1pm. However, the amount of direct solar access to the communal living room is limited and the applicant has not confirmed whether three hours of direct sunlight is achieved.

(d) Private open space

If at least the following private open space areas are provided (other than the front setback area)—

(i) one area of at least 20 square metres with a minimum dimension of 3 metres is provided for the use of the lodgers,

(ii) if accommodation is provided on site for a boarding house manager—one area of at least 8 square metres with a minimum dimension of 2.5 metres is provided adjacent to that accommodation.

Comment

(i) Adequate space within the development site is provided for the purpose of private open space to the rear of the building line;

(ii) It is not clear which proposed to be the accommodation for a boarding house manager. However, there would appear to be sufficient area provided in which to satisfy this clause.

(e) Parking

If—

(i) in the case of development carried out by or on behalf of a social housing provider in an accessible area—at least 0.2 parking spaces are provided for each boarding room, and

(ii) in the case of development carried out by or on behalf of a social housing provider not in an accessible area—at least 0.4 parking spaces are provided for each boarding room, and

(iia) in the case of development not carried out by or on behalf of a social housing provider—at least 0.5 parking spaces are provided for each boarding room, and

(iii) in the case of any development—not more than 1 parking space is provided for each person employed in connection with the development and who is resident on site.

Comment

In this instance (iia) and (iii) applies to the proposed development noting it is not proposed on behalf of a social housing provider. On this basis, 7.5 parking spaces are required, as outlined below:

- 13 boarding rooms – 6.5 parking spaces
- One room for the resident who will also be selected as the onsite manager – 1 parking space

The development provides for 8 parking spaces.

Despite the adequate number of parking spaces proposed, additional information, including a revised Traffic and Parking Impact Assessment was requested from the applicant, to demonstrate that vehicles can enter and exit the site in a forward direction, the dimensions of parking spaces and the provision of a parking space for disabled persons.

In response, information was submitted by the applicant, however it is unclear the size of the vehicle that has been used to demonstrate the above requirements have been met. It has also not been clearly demonstrated that the parking spaces and access comply with Australian Standard 2890.1 – 1993 – Parking Facilities – Off Street Carparking and Council's Off-Street Carparking Policy (ENG-POL-8).

(f) Accommodation Size

If each boarding room has a gross floor area (excluding any area used for the purposes of private kitchen or bathroom facilities) of at least—

(i) 12 square metres in the case of a boarding room intended to be used by a single lodger, or

(ii) 16 square metres in any other case.

Comment

Per the documentation submitted each room will provide accommodation for 1 person. Therefore 14 persons in total.

The boarding rooms contain private kitchens / kitchenette and bathrooms. A review of the plans confirms that the development is consistent with this requirement.

- (1)** *A boarding house may have private kitchen or bathroom facilities in each boarding room but is not required to have those facilities in any boarding room.*

Comment

Complies.

- (2)** *A consent authority may consent to development to which this Division applies whether or not the development complies with the standards set out in subclause (1) or (2).*

Comment

Noted

30 Standards for boarding houses

(1) A consent authority must not consent to development to which this Division applies unless it is satisfied of each of the following—

(a) if a boarding house has 5 or more boarding rooms, at least one communal living room will be provided,

Comment

A communal living room is provided. However, it is noted that the effective area of the space is circa 16sqm and within a split-level area that is further divided by a ramp. There are concerns with both the limited functionality of the space and the limited solar access it will receive.

(b) no boarding room will have a gross floor area (excluding any area used for the purposes of private kitchen or bathroom facilities) of more than 25 square metres,

Comment

Complies when the kitchen and bathroom facilities are removed from the calculation.

(c) no boarding room will be occupied by more than 2 adult lodgers,

Comment

Complies. Only 1 person per boarding room is proposed.

(d) adequate bathroom and kitchen facilities will be available within the boarding house for the use of each lodger

Comment

Complies

(e) if the boarding house has capacity to accommodate 20 or more lodgers, a boarding room or on-site dwelling will be provided for a boarding house manager

Comment

Capacity for the premises is 14 persons. There is no requirement to have dedicated accommodation for a boarding house manager. However, the applicant in their Plan of Management has indicated that one of the residents will be appointed in the role of day-to-day manager.

(g) if the boarding house is on land zoned primarily for commercial purposes, no part of the ground floor of the boarding house that fronts a street will be used for residential purposes unless another environmental planning instrument permits such a use,

Comment

N/A - Site is zoned for residential purposes.

(h) at least one parking space will be provided for a bicycle, and one will be provided for a motorcycle, for every 5 boarding rooms.

Comment

3 motorcycle parking spaces are shown on the submitted plans. The plans appear to indicate 3 parking space for bicycles forward of the building line however this is unclear from the plans submitted. Irrespective, it is considered there is appropriate space within the development site to provide for the requisite number of bike parking spaces.

30A Character of local area

A consent authority must not consent to development to which this Division applies unless it has taken into consideration whether the design of the development is compatible with the character of the local area.

Comment

The proposed development comprises the alterations and additions to an existing dwelling house to facilitate the proposed boarding house. Given the scale of the addition and its design it is considered for all intents and purposes to be a new building. The development remains single storey in scale.

Commented [PF1]: Skips F – Not sure if it needs to be there

The most significant component of the development is proposed to the rear of the site and from which the greatest views will be from the approach to the site from the southwest given the slope of the land.

State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004:

In accordance with the EP&A Regulation 2021 a *BASIX building* is defined below:

BASIX building means a building that contains at least 1 dwelling, but does not include the following—

- (a) hotel or motel accommodation,
- (b) a boarding house, hostel or co-living housing that—
 - (i) accommodates more than 12 residents, or
 - (ii) has a gross floor area exceeding 300 square metres.

The proposed development is defined as a ‘boarding house’ in accordance with the Yass Local Environmental Plan (LEP) 2013 and is capable of accommodating more than 12 residents and contains a gross floor area of more than 300sqm. Therefore, a BASIX certificate is not required to be submitted with the subject application.

Local Environmental Plan (LEP)	<p>In considering the provisions of the Yass Valley Local Environmental Plan 2013 (YVLEP), is the proposed development:</p> <ul style="list-style-type: none"> • Consistent with the aims and objectives of the plan • Consistent with the aims and objectives of the land use zone • Permissible in the land use zone • Consistent with all relevant clauses within the LEP • Complies with development standards in the LEP.
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Comment

The site is zoned R3 Medium Density Residential. Within which boarding houses are a permitted use with development consent.

Below is an assessment of the application pursuant to the relevant clauses of the *Yass Valley Local Environmental Plan 2013*.

Clause 2.3 Zone and zone objectives	<p>The land is zoned R3 Medium Density Residential which provides for the following zone objectives:</p> <ul style="list-style-type: none"> • To provide for the housing needs of the community within a medium density residential environment. • To provide a variety of housing types within a medium density residential environment. • To enable other land uses that provide facilities or services to meet the day to day needs of residents. • Building cos <p>It is considered that the proposed development is generally consistent with the zone objectives. The development will provide for affordable housing options contributing towards the mix of housing within a location accessible to the Yass town centre.</p>
Clause 2.3 Land Use Table	<p>The proposed development is characterised as a ‘boarding house’ and is permitted with consent in the zone. A boarding house is defined as:</p> <p>boarding house means a building that—</p> <ul style="list-style-type: none"> (a) is wholly or partly let in lodgings, and (b) provides lodgers with a principal place of residence for 3 months or more, and

	<p>(c) may have shared facilities, such as a communal living room, bathroom, kitchen or laundry, and</p> <p>(d) has rooms, some or all of which may have private kitchen and bathroom facilities, that accommodate one or more lodgers, but does not include backpackers' accommodation, a group home, hotel or motel accommodation, seniors housing or a serviced apartment.</p> <p>Note— Boarding houses are a type of residential accommodation—see the definition of that term in this Dictionary.</p> <p>It is noted that this was the definition that was relevant to the application at the time of lodgement.</p>
Clause 2.6 Subdivision consent requirements	N/A
Clause 2.8 Temporary use of land	N/A
Clause 4.1 Minimum subdivision lot size	N/A
Clause 4.1B Subdivision using average lot sizes	N/A
Clause 4.1C Additional requirements for subdivision in certain rural zones	N/A
Clause 4.1D Minimum site areas for dual occupancies and multi dwelling housing in Zones R1, R2, R3 and RU5	N/A
Clause 4.2B Erection of dwelling houses and dual occupancies on land in certain rural and environment protection zones	N/A
Clause 4.3 Height of buildings	The proposed development equates to a maximum building height of circa 5.36m which is less than the prescribed in the YVLEP of 8m.
Clause 4.4 Floor space ratio	The maximum floor space ratio is 0.5:1. The proposed floor space ratio is 0.336:1 and therefore compliant.
Clause 4.6 Exceptions to development standards	N/A
Clause 5.4 Controls relating to miscellaneous permissible uses	N/A
Clause 5.10 Heritage conservation	The site is located within a heritage conservation area identified as 'C4' in Schedule 5, Part 2 of the YVLEP. Furthermore, there is a listed heritage item located directly opposite the site to the south being the 'Rose cottage and kitchen building', Item 1241. Council's

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Commented [PF2]: Not listed in Nicks original report

Commented [PF3]: Not listed in Nicks original report

	<p>Heritage Advisor has reviewed the application and considered that the development could have adverse heritage impacts on the streetscape for the following reasons:</p> <ul style="list-style-type: none"> • <i>Visibility of the new wing from Meehan Street;</i> • <i>Visibility of car parking in front of the cottage and along its side;</i> • <i>Excessive concrete for the driveway, extending from the wall of the cottage to the boundary with 139 Meehan St through to the rear boundary.</i> <p>The following modifications were recommended to the design to address the matters raised:</p> <ul style="list-style-type: none"> • <i>Increased vegetation along the southern (angled) boundary,</i> • <i>Extend green space/garden bed between 141 Meehan and 139 Meehan to a line level with the rear of 139 Meehan. The green space should be minimum of 600mm wide to allow for screen planting.</i> • <i>Erect a boundary picket fence between the road and the front of 139 Meehan Street and extend this as a timber paling fence to the rear of 139 Meehan. Colorbond beyond that may be acceptable.</i> • <i>Reduce the number of units so the number of carparking spaces is similarly reduces, and the opportunity for screen vegetation is increased.</i> <p>The additional information submitted by the applicant has not sufficiently addressed the matters raised. While there has been some increase in landscaping along the southern (angled) boundary, the more intensive screen plantings are located adjacent the existing dwelling rather than the new building to the rear of the site. Furthermore, the plantings are punctuated by 5 x clotheslines along this boundary which limits the effectiveness of the landscaping.</p> <p>The remaining advice which sought to increase the landscape treatment along the common boundary with 139 Meehan St has not been provided nor has the recommended fencing treatment or the removal of the car park forward of the building line. For these reasons it is considered that the development in its current form could result in adverse heritage impacts.</p>
<p>Clause 5.16 Subdivision of, or dwellings on, land in certain rural, residential or conservation zones</p>	N/A
<p>Clause 5.21 Flood planning</p>	<p>The site is mapped as being flood affected under the Probable Maximum Flood. Council mapping indicates it is subject to 'Flood Planning Constraint Category 4' and the 'Special Flood Consideration Area'. Furthermore, that the site is subject to the 'Main Stream Flooding Outer Floodplain' and 'Special Flood Consideration Zone'. The development would appear to be located above the 1% AEP.</p>
<p>Clause 6.1 Earthworks</p>	<p>The level of detail provided regarding the extent of earthworks required to facilitate the finished floor levels of the proposed</p>

8

Commented [PF4]: Different Clause number in Nick original report 6.2

Commented [NC5R4]: Apologies, seem to have been working from a slightly outdated template

	<p>development is insufficient to determine the impact upon adjoining properties and its context.</p> <p>For instance, the contours in the submitted plans suggest that the development will result in a maximum elevation above existing ground level of circa 1.4m (at Room 3 of the new building). Whereas the elevations only suggest a circa 0.915m elevation above ground level.</p> <p>For these reasons Council is not satisfied that the proposed is consistent with the matters listed in subclause 3.</p>
Clause 6.3 Terrestrial biodiversity	N/A
Clause 6.4 Groundwater vulnerability	N/A
Clause 6.5 Riparian land and watercourses	N/A
Clause 6.6 Salinity	N/A
Clause 6.7 Highly erodible soils	N/A
Clause 6.8 Essential services	It is considered that all essential services are available to service the proposal.
Clause 6.9 Development within a designated buffer area	N/A
Clause 6.10 Development on land intended to be acquired for Barton Highway duplication	N/A
Clause 6.12 Development on certain land in Gundaroo and Sutton in R2 Low Density Residential	N/A
Other relevant clause	-

Proposed environmental planning instrument that is or has been subject of public consultation and has been notified to the consent authority

Primary Matters	Specific Consideration
Draft Environmental	<p>Where a draft environmental planning instrument is applicable to the proposed development, is the development:</p> <ul style="list-style-type: none"> Consistent with the aims and objectives of the draft instrument

Planning Instrument	<ul style="list-style-type: none"> Complies with development standards contained in the draft instrument Satisfies the requirements of the draft instrument Meets the relevant concurrence, consultation or referral requirements to address the provisions of the draft instrument
Comment Nil applicable to the proposal.	

Any development control plan

Primary Matters	Specific Consideration
Development Control Plan (DCP)	Where a DCP is applicable to the proposed development, is the development: <ul style="list-style-type: none"> Consistent with the aims and objectives of the plan Satisfies the requirements of the DCP
Comment Nil applicable to the proposal.	
Contributions Plans	Are contributions under the Yass Valley Developer Contribution Plan 2018 and/or the Yass Valley Heavy Haulage Contribution Plan 2021 applicable to the proposed development?
Comment The estimated cost of works for the proposed development equates to \$937,386.45. A development contribution applies when the proposed carrying out of a development exceeds \$100,000 in accordance with the Yass Valley Developer Contribution Plan 2018. Therefore, contributions are payable for the subject application.	

Planning agreement entered into or a developer has offered to enter into under s7.4 of the Act

Primary Matters	Specific Consideration
Planning Agreement or Draft Planning Agreement	
Comment Nil proposed or applicable to the proposal.	

Prescribed Matters – Environmental Planning and Assessment Regulation

Primary Matters	Specific Consideration
Environmental Planning and Assessment Regulation 2021	The following matters under the <i>Environmental Planning and Assessment Regulation 2021</i> have been considered: <ul style="list-style-type: none"> complies with AS 2601 when demolition is involved complies with the Category 1 fire safety provisions if a change of building use is involved

	<ul style="list-style-type: none"> • has provision for compliance with the Building Code of Australia as amended if an building upgrade required • has been accompanied by a compliant BASIX certificate where the development is BASIX affected.
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Comment

The applicant was requested to provide a full BCA Compliance Report from a suitably qualified Certifier for the proposed development to assist Council in its preliminary assessment of the development in relation to BCA compliance or otherwise. The report was not provided by the applicant and therefore a complete assessment against the relevant provisions of the Regulation was not able to be undertaken.

Commented [PF6]: Does there need to be a comment

Likely impacts of the development including environmental impacts on both the natural and built environments, and social and economic impacts in the locality

Primary Matters	Specific Consideration
Context and setting	<p>Context</p> <p>Compatibility of the development with:</p> <ul style="list-style-type: none"> • scenic qualities and features of the landscape • character and amenity of the locality and streetscape • scale (bulk, height, mass) form, character, density and design of development in the locality • previous existing land uses and activities in the locality <p>Setting</p> <p>Impact of the development on adjacent properties in terms of:</p> <ul style="list-style-type: none"> • the relationship and compatibility of adjacent land uses • sunlight access (overshadowing) • visual and acoustic privacy • views and vistas • edge conditions such as boundary treatments and fencing

Comment

The proposed development comprises alterations and additions to an existing dwelling house and a change of use to facilitate a boarding house. The single storey addition to the rear of the site is single storey consistent with the scale of development in the locality. There is a medium density development to the immediate north comprising 10 units. To the immediate east is a single storey dwelling house.

To the south of the development site and across the road is a medical premises and which is a listed heritage item under the YVLEP. To the immediate west is the NSW Ambulance Station and which is located substantially upslope of the development. The land generally is relatively flat where the existing dwelling is located and then becomes quite steep towards the west.

Insufficient detail has been provided with the application to determine the extent of earthworks required to facilitate the development, particularly the addition to the rear of the site. The plans suggest that the development will sit prominently in the landscape as viewed from the south-west along Meehan St and from the adjoining medium density housing development to the north.

The site is located within a listed heritage conservation area under the YVLEP. The application has been reviewed by Council's Heritage Advisor who raised concerns with the proposed development particularly as it relates to the landscape treatment forward of the building line and the extent of hardstand surfaces (i.e.

parking and driveway) forward of the building line. For those reasons, it is considered that the development as proposed is not compatible with the context and setting of the locality.

Access, transport and traffic	<p>Consideration of access, transport and traffic and the proposed development:</p> <ul style="list-style-type: none"> • The existing road network is capable of supporting the proposed development • The proposed development complies with Council's Roads Standards Policy • The volume of traffic generated as a result of the proposed development is unlikely to exceed the capacity of the local and arterial road network • Public transport is available • A traffic management study was either not required to support the proposed development or was submitted and was considered satisfactory • An adequate number of vehicle parking spaces have been provided • On site car parking has provisions for compliance with relevant standards • The proposed or existing location of vehicular access to the site is considered satisfactory
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Comment

In this instance the numerical car parking requirements are derived from the SEPP (Affordable Rental Housing) 2009, where compliance is achieved with the minimum car parking requirements it cannot be used as a reason to refuse consent. The numerical rates relevant to the development require 0.5 car parking spaces per boarding room and 1 parking space for each person employed in connection with the development and who is a resident on the site.

With 14 rooms proposed this equates to a requirement for 7 parking spaces. However, it is intended that there is an on-site manager who will also be a resident of the premises which would equate to 1 parking space. The development is therefore considered to generate the need for 7.5 parking spaces (i.e. 6.5 for residents and 1 space for the resident / on-site manager). The development provides for 8 parking spaces.

Concerns were raised during the assessment process regarding the need for swept path diagrams to confirm that vehicles can enter and exit the site in a forward direction. Also raised was the lack of detail regarding the dimensions of the parking spaces. An amended traffic report was requested to confirm the access arrangement.

While swept path diagrams were submitted with the application it is not clear the size of the vehicle that has been used to demonstrate compliance. Nor how the parking spaces would allow vehicles to enter and exit the site in a forward direction, particularly those parallel parking spaces within the driveway. For these reasons, the applicant is not considered to have provided a sufficient number of compliant parking spaces in accordance with the SEPP.

Utilities	<p>Consideration of utilities and the proposed development:</p> <ul style="list-style-type: none"> • Utilities are either existing and capable of supporting the proposed development or capable of being extended to service the site • Where onsite sewage management is proposed it has been accompanied by a report prepared by an appropriate consultant demonstrating the suitability of the site for on-site effluent disposal
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Comment

The site is located in the Yass town centre. It is considered that all essential services are available to service the proposal.

However, Council's Water and Wastewater Officer did request that the following matter be addressed:

No details have been provided for the sewer drainage. We need a hydraulic drainage diagram to ensure the proposed development can be drained by gravity. Ability to drain by gravity depends on two factors i.e. floor level and the distance from the existing sewer connection. Requirement is to demonstrate that it can be drained by gravity. If it cannot be drained by gravity, any

<p><i>development consent issued will require the provision of a pump station and associated infrastructure.</i></p> <p>Insufficient information was provided to satisfy the matters raised.</p>	
Heritage	<p>Impact of the proposed development on heritage significance of the site, adjacent properties and/or a heritage conservation area:</p> <ul style="list-style-type: none"> • Consideration of impact on items, landscapes, areas, places, relics and practices • Consideration of the historic, scientific, social, aesthetic, cultural, archaeological (both Aboriginal and non-Aboriginal) values of the site
<p><u>Comment</u></p> <p>The site is located within a heritage conservation area identified as 'C4' in Schedule 5, Part 2 of the LEP. Furthermore, there is a listed heritage item located directly opposite the site to the south being the 'Rose cottage and kitchen building', Item I241. Council's Heritage Advisor has reviewed the application and considered that the development could have adverse heritage impacts on the streetscape as detailed earlier in this report.</p>	
Water	<p>Impact of the proposed development on conservation of water:</p> <ul style="list-style-type: none"> • water supply sources • treatment, reuse and disposal of waste water and runoff • drainage, flow regimes, flooding on-site, up and downstream and in the catchment flood plain • groundwater tables
<p><u>Comment</u></p> <p>The applicant has submitted stormwater plans with the application which included details of a rainwater tank in support of the development. The plans refer to BASIX and rainwater tanks to be provided per dwelling. Whereas the development is understood to be for a class 3 building for which BASIX does not apply.</p> <p>The stormwater plan indicates a 9m x 7m absorption trench forward of the building line and adjoining the front boundary. There is also a 3m x 7m jumbo absorption trench adjoining the existing dwelling house. While a review of the information has been undertaken a further review is required to confirm that the system is appropriate.</p>	
Soils	<p>Impact of the development on soils:</p> <ul style="list-style-type: none"> • soil qualities - erodibility, permeability, expansion/contraction, fertility/productivity, salinity, sodicity, acidity, contaminants • instability - subsidence, slip, mass movement • the movement, formation, use and management of soils • soil erosion and degradation • remediation of contaminated soils
<p><u>Comment</u></p> <p>Nil</p>	
Air and Microclimate	<p>Impact of the development on air quality and microclimatic conditions in terms of emissions of dust, particulates, odours, fumes, gases and pollutants.</p>
<p><u>Comment</u></p> <p>Nil.</p>	

Flora and Fauna	<p>Impact of the proposed development on:</p> <ul style="list-style-type: none"> wilderness areas and national parks wildlife corridors and remnant vegetation the relationship of vegetation to soil erosion/stability and the water cycle weeds, feral animal activity, vermin and disease <p>Outcomes of an assessment under the <i>Biodiversity Conservation Act 2016</i> considers:</p> <ul style="list-style-type: none"> whether the development will result in serious and irreversible impacts whether a BDAR is required where a BDAR is required, whether it is considered satisfactory
<p>Comment</p> <p>The provisions of the Biodiversity Conservation Act apply to the subject application.</p> <p>The site is not identified as containing threatened species, populations or ecological communities, or their habitats on the Terrestrial Biodiversity Mapping Layer associated to the YVLEP.</p> <p>In this instance, the submission of a BDAR was not required as:</p> <ul style="list-style-type: none"> Development does not involve clearing of 0.25ha or more of native vegetation. Does not involve clearing of native vegetation on land identified on the Biodiversity Values Map. Will not have an impact on threatened species or ecosystems which exceeds the test of significance. <p>The proposal does not involve removal of trees. The dwelling is proposed to be located on a cleared site. As such, the proposed development would not have any adverse impacts on the biodiversity values.</p>	
Waste	<p>Impact of the proposed development on waste:</p> <ul style="list-style-type: none"> solid, liquid and gaseous wastes and litter the generation, collection, storage and disposal of waste
<p>Comment</p> <p>The applicant has submitted a waste management plan which addresses the waste generated during the demolition and construction phase of the development, as well as the operational waste management requirements. The level of detail is considered sufficient for the purpose of Council's assessment.</p> <p>It is noted however that the proposed bin storage area adjoining the existing dwelling and within the access corridor may further impact upon the ability for cars to enter and exit in a forward direction. It is unclear whether there is another suitable area within the site to cater for the waste and recycling bins.</p>	
Energy	<p>Impact of the proposed development on energy:</p> <ul style="list-style-type: none"> the overall energy needs of the development the measures employed to save energy - passive design, solar lighting and heating, natural ventilation, shading elements, insulation, high thermal mass building materials, energy efficient appliances and machinery the use of renewable and non-polluting energy sources? energy needs in producing building/structural materials? energy use by-products and waste <p>Where relevant the development also complies with the Building Sustainability Index (BASIX).</p>
<p>Comment</p> <p>Nil</p>	

Noise and Vibration	Whether the development has potential to generate noise pollution or vibration including during construction and potential impacts.
<p>Comment</p> <p>It is considered that the ongoing use as a boarding house would result in a level of noise emissions consistent with an equivalent scale residential development. It is noted that the premises would be managed in accordance with the Plan of Management submitted in support of the application, with one of the residents engaged in the day-to day management.</p> <p>With regard to the construction phase of the development it is expected that there would be some degree of noise and vibration impact. However, it is considered that the impacts could be managed appropriately and by their nature are of a limited duration. It is considered that conditions of consent could be imposed to address such matters as standard hours of construction.</p>	
Natural Hazards - Geological	Risks to people, property and the physical environment as a result of geologic/soil instability - subsidence, slip, mass movement has been considered.
<p>Comment</p> <p>Nil</p>	
Natural Hazards - Flooding	<p>Where the development is located on land identified as flood affected:</p> <ul style="list-style-type: none"> • Compliance with the relevant Flood Risk Management Plan in accordance with the information submitted with the application or • The addition of conditions which require compliance with the relevant Flood Risk Management Plan or the Building Code of Australia.
<p>Comment</p> <p>The site is mapped as being flood affected under the Probable Maximum Flood. Council mapping indicates it is subject to 'Flood Planning Constraint Category 4' and the 'Special Flood Consideration Area'. Furthermore, that the site is subject to the 'Main Stream Flooding Outer Floodplain' and 'Special Flood Consideration Zone'. The development would appear to be located above the 1% AEP.</p>	
Natural Hazards - Bushfire	<p>Where the development is located on land identified as bushfire prone:</p> <ul style="list-style-type: none"> • Compliance with Planning for Bushfire Protection 2019 (however in accordance with s.8.3.2 of <i>Planning for Bushfire Protection 2019</i> there are no bushfire protection requirements for <u>class 10a buildings located more than 6 metres from a dwelling</u> in bushfire prone areas); or • If it is integrated development it has been referred to the RFS in accordance with s100B Rural Fires Act 1997.
<p>Comment</p> <p>Nil</p>	
Technological Hazards	<p>Does the development present risks from:</p> <ul style="list-style-type: none"> • industrial and technological hazards • land contamination and remediation <p>Where potential land contamination has been identified an assessment must be provided determining whether the:</p>

	<ul style="list-style-type: none"> The contamination is likely to be low and does not warrant remediation as the proposed land use is not sensitive, or The land is not contaminated, or The land is contaminated and remediation is proposed prior to the proposed use
Comment Nil – the subject site is not identified as being contaminated land.	
Safety, Security and Crime Prevention	The assessment must determine whether adequate measures are included to address the potential for accident / injury and criminal activity.
Comment In support of the application is a Plan of Management which details how the premises would be managed. In this instance the applicant is proposing that one of the residents will be an on-site caretaker / manager who will be responsible for ensuring that residents adhere to the house rules as outlined in the Plan of Management. The on-site caretaker will be supported by off site management agent who will be responsible for the following matters (although not limited to): <ul style="list-style-type: none"> The off-site managing agent will organise for a gardener to maintain the outdoor communal areas and gardens and ensure that they are adequately watered and that the lawns are cut regularly. The off-site manager will also be responsible for periodic inspections (at least once a month) of the property to ensure that the communal areas and boarding rooms are all clean and maintained to a high standard. An induction, carried out by the off-site manager will be given to each new resident and will include the use of any common area, emergency exit paths and the house rules. With regard to the management of the boarding house the off-site management agent will be responsible for the following: <ul style="list-style-type: none"> Selection of tenants, assessment of tenant eligibility and administration of the tenancy agreements. Maintaining an accommodation register, providing details of all occupants, length of tenancy and payment details. Ensuring the maximum number of residents in each room/boarding house is not exceeded (1 person/single room, 15 people in total) Administration and distribution of the house rules. Ensure the house rules are fixed in each room and the communal room. Ensure fire safety inspections are undertaken annually and that the fire safety equipment is working. Manage the cleaning of the common areas and landscaping of outdoor areas. Manage a Complaint's Register and Incident Report Register. There are no specific concerns raised regarding crime prevention through environmental design principles.	
Social impact in the locality	Whether the development is likely to have social benefits in the locality in terms of: <ul style="list-style-type: none"> community facilities and links the interaction between the new development and the community
Comment In support of the application is a Social Impact Assessment of the Proposed Boarding House, prepared by Sarah George Consulting. The assessment concludes that: <p><i>An assessment of the potential impacts likely to be generated by the proposed Boarding House did not identify any potentially negative long-term impacts. Short term negative impacts relate to disturbance to neighbouring properties during the demolition and construction phase. These potential impacts can be minimised through conditions of consent.</i></p>	

<p><i>Any potentially negative impacts that may arise during the operation of the proposed boarding house are able to be mitigated through the presence of an onsite manager and application of the Plan of Management. However, it is unlikely that the proposed boarding house will be distinguishable from other residential uses.</i></p> <p><i>The proposed development has the potential to generate a number of positive social impacts, including:</i></p> <ul style="list-style-type: none"> • <i>the provision of affordable housing for those on low and moderate incomes as well as key workers (including hospital staff), students, older people and people with a disability</i> • <i>contributing to the diversity of housing in an area where there are limited options in terms of the type of accommodation available;</i> • <i>increased patronage at local shops;</i> • <i>increased usage of public transport reinforcing existing public transport availability;</i> • <i>and contributing to the affordable housing stock in the area.</i> <p><i>The SIA concludes that there are no reasons, from a Social Planning perspective, to justify the refusal of the proposed Boarding House.</i></p> <p>For the reasons stated in the supporting report Council has no reason to believe that the proposal would result in significant adverse social impacts as it relates to the proposed use.</p>	
Economic impact in the locality	<p>Whether the development is likely to have economic benefits in terms of:</p> <ul style="list-style-type: none"> • employment generation • economic income • generating benefits for existing and future businesses
<p><u>Comment</u></p> <p>It is considered that the proposed development has the potential to generate some positive economic impacts through the construction process and the increase in population within the town centre.</p>	
Site and internal design	<p>The development is generally sensitive to environmental conditions and site attributes including:</p> <ul style="list-style-type: none"> • the size, shape and design of allotments, easements and roads • the proportion of the site covered by buildings • the positioning of buildings • the size (bulk, height, mass), form, appearance and design of buildings • the amount, location, design, use and management of private and communal open space • landscaping <p>The development is unlikely to affect the health and safety of the occupants in terms of:</p> <ul style="list-style-type: none"> • inadequate lighting, ventilation and insulation • inadequate building fire risk prevention and suppression • inappropriate building materials and finishes • inappropriate common wall structure and design • lack of access and facilities for the disabled
<p><u>Comment</u></p> <p>Insufficient detail has been provided with the documentation to confirm that the development appropriately considered the environmental conditions and site attributes. As explored elsewhere in this report, while the development is single storey it is unclear the extent of earthworks required to facilitate the development. From the information provided it appears that the building to the rear of the site will sit prominently in the landscape and result in adverse visual impacts as viewed from Meehan St and from the adjoining properties, particularly to the north.</p>	

Commented [PF7]: Does there need to be a comment

There is very limited detail provided in the submission regarding the design of the proposed boarding house to the rear. There is limited detail regarding the materiality of the building to consider how it responds to the existing dwelling or the adjoining development. With regard to the existing dwelling house the applicant did not submit a plan of the existing dwelling house to understand the extent of works required to modify. With regard to the quality of the design for the occupants, the communal living area is provided with limited solar access only and is not considered to be a functional space.

Construction	<ul style="list-style-type: none"> The proposed development has provision for compliance with the Building Code of Australia (as amended) and relevant Australian standards The impacts of construction activities can be managed and suitable conditions have been included in the development consent.
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Comment

Council's Building Surveyor recommended that the applicant be requested to provide a full BCA Compliance Report from a suitably qualified Certifier for the proposed development. This will assist Council in its preliminary assessment of the development in relation to BCA compliance or otherwise. The report was not provided by the applicant.

The suitability of the site for the development

Primary Matters	Specific Consideration
Compatibility with existing development in the locality	<p>The proposal is compatible with existing development in the locality as:</p> <ul style="list-style-type: none"> Utilities and services available to the site are adequate for the development The development will not lead to unmanageable transport demands Transport facilities are adequate in the area The locality contains adequate recreational opportunities and public spaces to meet the needs of the development The air quality and microclimate are appropriate for the development No hazardous land uses or activities nearby Ambient noise levels are suitable for the development The site is not critical to the water cycle in the catchment The proposal is compatible with the existing built environment
<p><u>Comment</u></p> <p>For the reasons outlined in this report the proposed development in its current form is not considered to be compatible with existing development in the locality.</p>	
Site conduciveness to the development	<p>The subject site is conducive with the proposed development as :</p> <ul style="list-style-type: none"> The site is suitable for the proposed development The site is either not subject to natural hazards including flooding, tidal inundation, subsidence, slip, mass movement, and bushfires or where it is these risks have been adequately managed The slope of the land is suitable for the proposed development The proposal is compatible with conserving the heritage significance of the site The soil characteristics on the site is appropriate for development (Saline / Sodic / Acidic) The development is compatible with protecting any critical habitats or threatened species, populations, ecological communities on the site

	<ul style="list-style-type: none"> The site is not prime agricultural land and the development will not unduly prejudice future agricultural production The development will not unduly prejudice the future use of the site Cut and fill is a suitable development option for the site
Comment For the reasons outlined in this report the proposed development in its current form is not considered to appropriately respond to the constraints of the site.	

Any submissions made in accordance with this Act of the regulations

Primary Matters	Specific Consideration
Public Submissions	Community consultation was undertaken in accordance with Council's Community Engagement Strategy. Where submissions have been received, the issues raised have been considered and are summarised in the comments below.

Comment

The application was publicly exhibited on two separate occasions and was subject of a public forum. The following is a summary of the exhibition process and the concerns raised by the public.

	Submission Period	Submissions Received
First Exhibition	From 7 September 2021 until 21 September 2021	10 submissions received objecting to the proposal
Second Exhibition	From 1 September 2022 until 16 September 2022	15 submissions received objecting to the proposal (6 repeat submissions)

The following is a summary of the matters raised in the submission period:

Matter Raised	Response
Excess noise from occupants	The proposed development would contain up to 14 persons with one person per boarding room. In support of the application is a plan of management that considers how the boarding house would be managed, noting that one of the residents would be engaged in the day-to-day management of the premises. There is no reason to believe that the boarding house development would generate noise emissions any greater than an equivalent scale residential development.
Parking issues - sufficient parking is needed to cater for the development	While the development has provided for a consistent number of parking spaces pursuant to the ARH SEPP, insufficient information has been provided to confirm that the parking spaces and access are compliant with the relevant Australian Standard. This is particularly the case for the parallel parking spaces within the access handle.
Traffic congestion and conflicts including with the adjoining	A traffic report was submitted with the application which considered the impacts associated with the development. However, there remains

ambulance station and nearby intersection	insufficient information to confirm that the design and car parking has been designed appropriately.
The development is an overdevelopment of the site	The applicant has not demonstrated that the site is capable of accommodating the development in its current form. The scale of the development may need to be reduced to appropriately address the issues identified.
Solar access impacts	Given the orientation of the development with residential development to the east and a public road to the south, the solar access impact on adjoining development is considered to be appropriate.
Privacy impacts	The addition to the rear of the site will be elevated above existing ground level given the steep topography. This has the potential to result in adverse privacy and visual impacts on the residential development to the north.
Encouraging to understand that the facility may serve to house health care workers	The proposed development may contribute toward affordable housing options in Yass, including housing for health care workers.
No details of the anticipated lessees or occupants	<p>The information submitted in relation to this matter is considered sufficient for the purpose of Council's assessment.</p> <p>The following information was provided for in the Social Impact Assessment:</p> <p><i>The on-site manager will be supported by an off-site Managing Agent, who will be responsible for selecting tenants and maintaining tenancy agreements, maintaining the accommodation register, ensuring the maximum number of residents does not exceed 14, administration and enforcement of the House Rules, ensure annual fire safety inspections are undertaken and equipment is working; manage cleaning of common areas and landscaping, manage the Complaints Register and Incident Report Register. Contact details for the off-site Manager will be on display adjacent to the main entry door.</i></p>
Social impacts of the development	<p>The applicant has submitted a Social Impact Assessment in support of the application. The report concludes that:</p> <p><i>An assessment of the potential impacts likely to be generated by the proposed Boarding House did not identify any potentially negative long-term impacts. Short term negative impacts relate to disturbance to neighbouring properties during the demolition and construction phase. These potential impacts can be minimised through conditions of consent.</i></p> <p><i>Any potentially negative impacts that may arise during the operation of the proposed boarding house are able to be mitigated through the presence of an onsite manager and application of the Plan of Management. However, it is unlikely that the proposed boarding house will be distinguishable from other residential uses.</i></p> <p>Finally, that it could be considered that the proposed development has the potential to generate a number of positive social impacts.</p>

Stormwater and impacts of overflow during heavy storm events	Stormwater plans have been prepared in support of the application detailing how stormwater would be managed appropriately.
Waste management and the storing of bins on the kerb for collection	The applicant has submitted a Waste Management Plan detailing the quantity of waste and recycling bins required to satisfy the requirements of the development. This includes the storage of waste bins within the site and for kerb side collection.
Need for an integrated social housing policy that is developed by the community with consultation from all stakeholders	There is no requirement for such a policy to be in place for the consideration of affordable housing development options.
The amenity for the future occupants including the communal room and facilities	A 'common area' is proposed, however, it is noted that the space is approximately 16m ² and within a split level area divided by a ramp. There are concerns with both the limited functionality of the space and the limited direct solar access it will receive.
Adequacy of the Social Impact Statement	A further Social Impact Assessment has been provided in support of the application.
Development is not suitable for the site of the block and is inconsistent with the prevailing character of the area	The proposed development in its current form is considered to be incompatible with the character of the locality. Furthermore, the applicant has not demonstrated that the site is capable of accommodating the scale of development.
Impact from lighting for the development	This is a matter which could be addressed by way of condition of consent.
Design of the development	The applicant has provided little in the way of detail regarding the design of the development. It is not entirely clear how the development will present with a limited connection between the existing building and the addition.
Submissions from Public Authorities	Where relevant submissions received from Government or Public Authorities have been considered with any issues raised being resolved, addressed by conditions of consent/general terms of approval or are considered not relevant to the development
<u>Comment</u> A letter was received from NSW Health during the exhibition process. Some matters were raised which required further consideration as it related to traffic and access particularly during the construction process.	

The public interest

Primary Matters	Specific Consideration
Government (Federal, State and Local) and	<p>Government and community interests have been considered and are satisfied as:</p> <ul style="list-style-type: none"> The proposed development complies with the Council Policies identified as applicable in the schedule below. Where a variation to this policy has been supported details have been included in the comments.

Community Interests	<ul style="list-style-type: none"> The proposed development is generally consistent with any relevant planning studies and strategies Covenants not imposed by council have been set aside for the purpose of this assessment The proposal generally complies with all other covenants, easements, restrictions and agreements that have an bearing on the proposal Issues raised in public meetings and inquiries have been considered. Where relevant more detail has been provided under the heading public submissions. It is unlikely that the development will have a detrimental effect on the health and safety of the public
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Comment

For the reasons outlined in this report, the proposed development is not considered to be in the public interest in its current form. The applicant has not adequately addressed the potential impacts associated with the development nor that the site is capable of accommodating the development in its current form and scale.

	Policy	Code	Applicable
Council Policies	Building Line – Rural and Residential Land	DA-POL-8	No
	Building Line – Urban	DA-POL-4	Yes
	Building Over Sewer Mains	SEW-POL-1	No
	Development Assessment and Decision Making	DA-POL-18	Yes
	Filling Policy	DA-CP-22	No
	Holiday Cabins – Micalong Creek Subdivision	DA-POL-3	No
	Kerb and Gutter Construction	ENG-POL-4	No
	Non-Urban Fencing	DA-POL-12	No
	Off-Street Car Parking	ENG-POL-8	Yes
	Provision of Electricity Supply and Telecommunications Service for Subdivisions	DA-POL-17	No
	Road Naming	RD-POL-6	No
	Road Standards	RD-POL-9	No
	Temporary Accommodation	DA-POL-2	No
	Truck and Transport Depots in Rural Areas	DA-POL-11	No
	Water Supply in Rural Areas and Villages	WS-POL-2	No

Comment

Off-Street Carparking (ENG-POL-8)

While swept path diagrams were submitted with the application it is not clear the size of the vehicle that has been used to demonstrate compliance. Nor how the parking spaces would allow vehicles to enter and exit

Commented [PF8]: Not listed in Nicks Original report

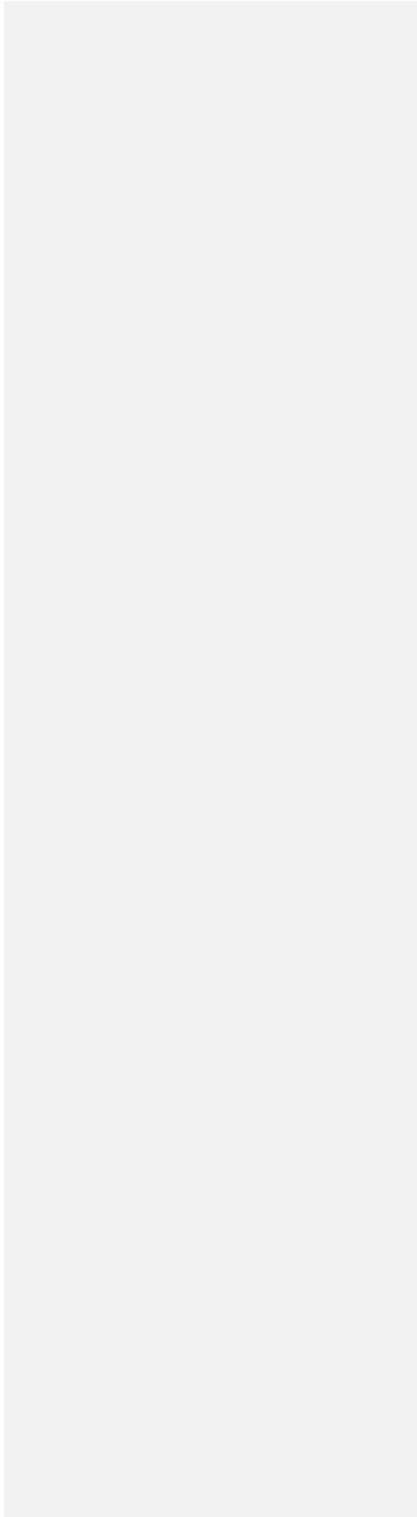
the site in a forward direction, particularly those parallel parking spaces within the driveway. Finally, it is unclear whether the car parking and access would comply with Australian Standard 2890.1 and Council's Off-Street Carparking Policy (ENG-POL-8).

Development Assessment and Decision Making (DA-POL-18)

The Development Application must be determined at an Ordinary Meeting of Council in accordance with this policy, as:

- 25 submissions have been received across two separate public exhibition processes
- The proposal has the potential to result in a significant social impact.

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**SOCIAL IMPACT ASSESSMENT OF THE
PROPOSED BOARDING HOUSE,
141 MEEHAN STREET, YASS**



July 2023

**Prepared for:
John McGrath**

**Prepared by
Sarah George Consulting
Social Planning Consultants**

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APPENDICES

A - Demographic Profile Table

B – Services and facilities in proximity to the subject site

C - Experience and Qualifications of Author

Executive Summary

This Social Impact Assessment (SIA) considers the social impact potential of a proposed boarding house development at 141 Meehan Street, Yass.

The subject site is known as Lot B DP153884, and has an area of 1,480m². The site is irregular rectangular in shape. The subject site is currently occupied by a single storey residential dwelling, and associated structures, with site landscaping, and vehicular access from Meehan Street. The subject site is zoned R3 – Medium Residential Zone under Yass Valley Local Environmental Plan 2013.

Development surrounding the site generally comprises a mix of one storey residential dwellings and community facilities. The subject site is located in close proximity to the Yass town centre, retail, commercial and bus services.

The subject application seeks approval for alterations and additions to the existing dwelling on the premises to create a 14-room boarding house, with associated off site parking and site landscaping.

Yass Valley Council currently has no *Policies* or *Guidelines* on Social Impact Assessments and as such, this SIA has been assessed against the following:

- Population change
- Housing
- Access and Mobility
- The health and safety of the community
- Social Cohesion
- Community structure, character, values & beliefs
- A sense of place and community
- Community facilities and links
- Interaction between the development and the community
- Social equity, socio-economic groups & the disadvantaged
- Social displacement
- Social change management
- Amenity
- Public interest

An assessment of the potential impacts likely to be generated by the proposed Boarding House did not identify any potentially negative long-term impacts. Short term negative impacts relate to disturbance to neighbouring properties during the demolition and construction phase. These potential impacts can be minimised through conditions of consent.

Any potentially negative impacts that may arise during the operation of the proposed boarding house are able to be mitigated through the presence of an on-site manager and application of the *Plan of Management*. However, it is unlikely

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that the proposed boarding house will be distinguishable from other residential uses.

The proposed development has the potential to generate a number of positive social impacts, including:

- the provision of affordable housing for those on low and moderate incomes as well as key workers (including hospital staff), students, older people and people with a disability
- contributing to the diversity of housing in an area where there are limited options in terms of the type of accommodation available;
- increased patronage at local shops;
- increased usage of public transport reinforcing existing public transport availability;
- and contributing to the affordable housing stock in the area.

The SIA concludes that there are no reasons, from a Social Planning perspective, to justify the refusal of the proposed Boarding House.

1.0 INTRODUCTION

This Social Impact Assessment (SIA) describes the nature of the proposed boarding house at 141 Meehan Street, Yass and the potential impacts generated by the proposed development.

A previous DA for a boarding house development was lodged in June 2021, and was advertised in the usual DA notification manner. Public Town Hall meetings have been held, and submissions received as part of the DA notification process. The subject application is a new application.

Yass Valley Council do not have any specific *Policies* or *Guidelines* relating to social impact. However, typically social impacts are assessed in terms of the following:

- Population change
- Housing
- Access and Mobility
- The health and safety of the community
- Social Cohesion
- Community structure, character, values & beliefs
- A sense of place and community
- Community facilities and links
- Interaction between the development and the community
- Social equity, socio-economic groups & the disadvantaged
- Social displacement
- Social change management
- Amenity
- Public interest

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Community consultation is not required by Council for the preparation of a SIA. As noted above, the local and broader communities have had opportunities to comment on the proposal as part of the previous DA notification process. The local and broader communities will have an additional opportunity to comment once the subject application is lodged with Council and advertised in the usual manner.

Information utilised as part of the preparation of this report includes:

- Architectural plans of the proposed development, prepared by LVD
- *Statement of Environmental Effects* prepared by Auswide Consulting
- *Plan of Management* prepared by John McGrath

This SIA considers the existing socio-economic and demographic characteristics of the area; changes generated by the proposed development; positive impacts provided by the proposed development; potentially negative impacts generated by the proposed development; and mitigation strategies/plan to manage the potentially negative impacts.

A site and area inspection were undertaken prior to preparation of this report.

2.0 PROPOSED DEVELOPMENT

2.1 Existing Development

The subject site is known as Lot B, DP153884 and has the street address of 141 Meehan Street, Yass. Yass is a large regional centre in the Southern Tablelands of NSW, approximately 280km south of Sydney, and approximately 59km to the north-west of Canberra. The suburb of Yass is characterised by the Yass Town Centre, concentrated on Comur Street, with predominantly residential uses on surrounding streets. The subject site is zoned *R3 Medium Density Residential* under the Yass Valley Local Environmental Plan 2013 (YVLEP). The site is irregular in shape and has an area of 1,480m². Boarding houses are permissible, with consent, in the R3 zone.

The site at 141 Meehan Street is currently occupied by a single storey residential dwelling, associated structures and trees and shrubs. Development surrounding the subject site includes a mix of medium density and single residential dwellings, and community facilities. The Yass Ambulance Station is located immediately to the west of the subject site at 147 Meehan Street, adjoining the Yass District Hospital.

Image 1: Subject site and adjoining property



Image 2: View north-east down Meehan Street



The subject site is located in close proximity to the Yass Town Centre and Supermarkets including an Aldi Supermarket approximately 650m walking distance. Woolworths Supermarket approximately 850m walking distance. The area is also well serviced by medical support, with the Yass District Hospital located on Meehan Street (approximately 130m walking distance), a medical centre opposite the site at 116 Meehan Street. The proximity of the subject site to other shops and services, including other medical centres, is included at Appendix B.

The site is in close proximity to public transport and is within walking distance, with the closest bus stop being Mt Carmel School Bus stop providing access to Route 842 (Yass to Canberra City Centre) the subject site is approximately 950m walking distance to the Yass Town Coach Stop which provides coach access to the Yass Junction Railway, Canberra, Cootamundra, Bombala, Eden & Queanbeyan.

Yass Junction Railway Station is approximately 4.8km north of the subject site providing access to regional stops as well as train access to Sydney, Canberra, Griffith, Wagga Wagga & Melbourne

2.2 Application History

A previous Development Application has been submitted to Council for the subject site, DA 210165 lodged on 17 June 2021, for a boarding house development.

In response to that application, submissions on the DAs raised the following general issues:

- type of resident
- cost of accommodation
- not in keeping with the area/ unsuitable type of development for the area
- traffic implications.

These issues are discussed in Chapter 5.14.

2.3 Proposed Development

The subject application seeks consent for alterations and additions to the existing dwelling and use of the building as a 14-room boarding house, with 6 rooms in the existing building, and a proposed extension containing 9 rooms.

All rooms will be self-contained with an ensuite and kitchenette, with shared laundry, common areas and outdoor space.

The proposed works include:

- Change of use from a Class 1a Residential to Class 3 Boarding House
- Demolition and removal of the existing kitchen, front veranda, rear pergola and metal garage.
- Reduction of the laundry area and widening of laundry doorway.
- Brick veneer and tiled roof extension consisting of:

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- Adaptable room with kitchenette, ensuite and 870mm doorway in the north-eastern extension
- Kitchenettes and ensuites added to the existing rooms including an adaptable ensuite and doorway to room 12.
- Alterations and additions for common room and stairway corridor;
- Stairway corridor to be connected to a new 9 room extension with tiled roof;
- Disabled access in the form of a wheelchair ramp provided to access adaptable rooms.

All rooms will accommodate a maximum of one resident.

Each room will include a lockable cupboard, mirror, waste container, blinds or curtains, kitchenette & ensuite bathroom.

Common facilities provided on site include a common room with couches and coffee table, notice board and fire extinguisher, and a common laundry facility.

Pedestrian access to the site off Meehan Street.

Parking is provided on-site for 8 cars, 4 able to be accommodated under a carport. Once car space is a dedicated accessible space. Motorcycle parking is provided for 3 motorcycles. Parking for 3 bicycles is provided. Vehicular access to the site is via an ingress/egress driveway off Meehan Street.

The proposed development is illustrated on the plans prepared by LDV accompanying the application.

A resident will be appointed as the on-site manager of the premises and will be responsible for the day-to-day operations of the premises including minor

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maintenance & garbage bin management. The on-site manager will also be responsible for reporting any problems or complaints.

The on-site manager will be supported by an off-site Managing Agent, who will be responsible for selecting tenants and maintaining tenancy agreements, maintaining the accommodation register, ensuring the maximum number of residents does not exceed 14, administration and enforcement of the *House Rules*, ensure annual fire safety inspections are undertaken and equipment is working; manage cleaning of common areas and landscaping, manage the Complaints Register and Incident Report Register. Contact details for the off-site Manager will be on display adjacent to the main entry door.

The off-site Manager will initially be the property owner who has extensive experience in the real estate sector. Once established, the intent is to employ an experienced property manager.

2.4 Relevant Legislation

The proposed development is made under the provisions of *State Environmental Planning Policy (Affordable Housing) 2009 (SEPP Affordable Housing)*

The *SEPP Affordable Housing* has the following aims:

- a) *to provide a consistent planning regime for the provision of affordable rental housing,*
- b) *to facilitate the effective delivery of new affordable rental housing by providing incentives by way of expanded zoning permissibility, floor space ratio bonuses and non-discretionary development standards,*
- c) *to facilitate the retention and mitigate the loss of existing affordable rental housing,*

- d) to employ a balanced approach between obligations for retaining and mitigating the loss of existing affordable rental housing, and incentives for the development of new affordable rental housing,*
- e) to facilitate an expanded role for not-for-profit-providers of affordable rental housing,*
- f) to support local business centres by providing affordable rental housing for workers close to places of work,*
- g) to facilitate the development of housing for the homeless and other disadvantaged people who may require support services, including group homes and supportive accommodation.*

Division 3 – Boarding Houses, section 30A sets out the following Standards for boarding houses:

- 1. A consent authority must not consent to development to which this Division applies unless it is satisfied of each of the following:*
 - a) if a boarding house has 5 or more boarding rooms, at least one communal living room will be provided,*
 - b) no boarding room will have a gross floor area (excluding any area used for the purposes of private kitchen or bathroom facilities) of more than 25 square metres,*
 - c) no boarding room will be occupied by more than 2 adult lodgers,*
 - d) adequate bathroom and kitchen facilities will be available within the boarding house for the use of each lodger,*
 - e) if the boarding house has capacity to accommodate 20 or more lodgers, a boarding room or on site dwelling will be provided for a boarding house manager,*
 - f) (Repealed)*
 - g) if the boarding house is on land zoned primarily for commercial purposes, no part of the ground floor of the boarding house that fronts a street will be*

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used for residential purposes unless another environmental planning instrument permits such a use,

h) at least one parking space will be provided for a bicycle, and one will be provided for a motorcycle, for every 5 boarding rooms.

2. Subclause (1) does not apply to development for the purposes of minor alterations or additions to an existing boarding house.

Section 30A notes:

A consent authority must not consent to development to which this Division applies unless it has taken into consideration whether the design of the development is compatible with the character of the local area.

Discussion of the proposed development, in the context of the relevant legislation, is included in the Statement of Environmental Effects prepared by Auswide Consulting, accompanying the application.

3.0 DEMOGRAPHIC PROFILE & CHARACTERISTICS

3.1 Socio-economic and demographic characteristics

A *Demographic Profile Table* including data from the 2016 & 2021 Census for the identified immediate vicinity, the suburb of Yass and the Yass Valley LGA compared to Greater Sydney and NSW is included at Appendix A.

The *Demographic Profile* reveals the following:

- a greater proportion of the population who identify as Aboriginal and/or Torres Strait Islander peoples in the suburb of Yass (3.9% in 2016 & 5.1% in 2021) compared to the Yass Valley LGA (2.5% in 2016 & 3.2% in 2021) compared to Greater Sydney (1.4% in 2016 & 1.7% in 2021) and NSW (2.8% in 2016 & 3.4% in 2021);
- a smaller proportion of the population born overseas in a non-English speaking country in the suburb of Yass (11.5% in 2016 & 10.4% in 2021, and in the Yass Valley LGA (12.3% in 2016 & 10.9% in 2021) compared to Greater Sydney (30.5% in 2016 & 40.3% in 2021);
- a smaller proportion of who speak a language other than English at home in the suburb of Yass (3.3% in 2016 & 4.1% in 2021) and in the Yass Valley LGA (3.5% in 2016 & 4.0% in 2021) compared to Greater Sydney (35.8% in 2016 & 37.4% in 2021) and NSW (25.1% in 2016 & 26.5% in 2021);
- a greater proportion of residents require assistance to carry out everyday tasks in the suburb of Yass (6.8% in 2016 & 8.0% in 2021) compared to the Yass Valley LGA (4.3% in 2016 & 5.3% in 2021) Greater Sydney (4.9% in 2016 & 5.1% in 2021) and NSW (5.3% in 2016 and 5.7% in 2021);
- a lower unemployment rate in the suburb of Yass (3.6 in 2016 & 3.1 in 2021) and in the Yass Valley LGA (2.9 in 2016 & 2.7 in 2021) compared to Greater Sydney (6.0 in 2016 & 5.1 in 2021) and NSW (6.3 in 2016 & 4.9 in 2021);
- a lower median weekly household income in the suburb of Yass (\$1,470 in 2016 & \$1,739 in 2021) compared to the Yass Valley LGA (\$1,879 in 2016 &

\$2,289 in 2021), Greater Sydney (\$1,750 in 2016 & \$2,077 in 2021) and NSW (\$1,486 in 2016 & \$1,829 in 2021);

- lower median weekly rents in the suburb of Yass (\$300 in 2016 & 340 in 2021) and in the Yass Valley LGA (\$300 in 2016 & \$350 in 2021) compared to Greater Sydney (\$440 in 2016 & \$470 in 2021) and NSW (\$380 in 2016 & \$420 in 2021);
- a slightly older median age of residents in the suburb of Yass (41 in 2016 & 42 in 2021) and in the Yass Valley LGA (42 in 2016 & 43 in 2021) compared to Greater Sydney (36 in 2016 & 37 in 2021) and NSW (38 in 2016 & 39 in 2021);
- similar average household sizes in the suburb of Yass (2.5 in 2016 & 2021), in the Yass Valley LGA (2.7 in 2016 & 2.4 in 2021), Greater Sydney (36 in 2016 & 37 in 2021) and NSW (2.6 in 2016 & 2021);
- a smaller proportion of the population who are married in the suburb of Yass (48.7% in 2016 & 47.0% in 2021), Greater Sydney (49.3% in 2016 & 39.4% in 2021) and NSW (48.6% in 2016 & 47.3% in 2021) compared to the Yass Valley LGA (55.5% in 2016 & 53.7% in 2021);
- a smaller proportion of couple families with no children in the suburb of Yass (38.9% in 2016 & 39.2% in 2021) and in the Yass Valley LGA (40.8% in 2016 & in 2021) compared to Greater Sydney (33.4% in 2016 & 48.4% in 2021) and NSW (36.5% in 2016 & 44.7% in 2021);
- a greater proportion of couple families with dependent children in the suburb of Yass (44.7% in 2016 & 43.2% in 2021), and in the Yass Valley LGA (47.5% in 2016 & 47.0% in 2021) compared to Greater Sydney (40.1% in 2016 & 34.8% in 2021) and NSW (37.0% in 2016 & 37.9% in 2021);
- a greater proportion of one parent families in the suburb of Yass (15.2% in 2016 & 16.2% in 2021) compared to the Yass Valley LGA (10.8% in 2016 & 11.5% in 2021), Greater Sydney (9.1% in 2016 & 15.1% in 2021) and NSW (9.9% in 2016 & 15.8% in 2021);
- a smaller proportion of households with no car in the suburb of Yass (5.1% in 2016 & 4.6% in 2021) and in the Yass Valley LGA (2.6% in 2016 & 2.3% in 2021);

2021) compared to Greater Sydney (11.0% in 2016 & 11.1% in 2021) and NSW (9.2% in 2016 & 9.0% in 2021);

- a significantly greater proportion of residents reside in separate houses in the suburb of Yass (89.4% in 2016 & 88.5% in 2021) and in the Yass LGA (94.0% in 2016 & 94.3% in 2021) compared to Greater Sydney (52.5% in 2016 & 55.8% in 2021) and NSW (59.8% in 2016 & 65.6% in 2021);
- a significantly smaller number of units in the suburb of Yass (0.8% in 2016 & 3.1% in 2021) and in the Yass LGA (0.5% in 2016 & 1.4% in 2021) compared to Greater Sydney (25.9% in 2016 & 30.7% in 2021) and NSW (17.9% in 2016 & 21.7% in 2021);
- slightly higher rates of homes being fully owned in the suburb of Yass (4.1% in 2016 & 33.1% in 2021) and in the Yass Valley LGA (34.4% in 2016 & 34.6% in 2021) compared to Greater Sydney (29.1% in 2016 & 27.8% in 2021) and NSW (32.2% in 2016 & 31.5% in 2021);
- a smaller proportion of homes being rented privately in the Yass Valley LGA (17.0% in 2016 & 14.5% in 2016) compared to the suburb of Yass (20.8% in 2016 & 21.0% in 2021), Greater Sydney (29.9% in 2016 and 32.6% in 2021) and NSW (27.7% in 2016 & 29.4% in 2021);
- a smaller proportion of public housing in the suburb of Yass (2.9% in 2016 & 2.4% in 2021) and in the Yass Valley LGA (21.2% in 2016 & 1.0% in 2021) compared to Greater Sydney (4.1% in 2016 & 3.3% in 2021) and NSW (4.0% in 2016 & 3.2% in 2021);
- a greater proportion of three-bedroom dwellings in the suburb of Yass (43.6% in 2016 & 42.4% in 2021) compared to the Yass Valley LGA (36.0% in 2016 & 33.9% in 2021), Greater Sydney (33.8% in 2016 & 30.9% in 2021) and NSW (37.2% in 2016 & 34.7% in 2021);
- a greater proportion of 4 or more-bedroom dwellings in the Yass Valley LGA (48.3% in 2016 & 52.0% in 2021) and in the suburb of Yass (37.1% in 2016 & 39.1% in 2021) compared to Greater Sydney (30.7% in 2016 & 33.0% in 2021) and NSW (31.3% in 2016 & 33.8% in 2021);

- a smaller proportion of studio/no bedroom dwellings in the suburb of Yass (0.5% in 2016 & 0.3% in 2021) and in the suburb of Yass (0.5% in 2016 & 0.4% in 2021) compared to Greater Sydney (0.7% in 2016 & 0.9% in 2021) and NSW (0.6% in 2016 & 0.7% in 2021);
- lower rates of migration with people residing at the same address a year prior to the Census in the suburb of Yass (77.6% in 2016 & 88.9% in 2021) and in the Yass Valley LGA (80.2% in 2016 & 84.0% in 2021) compared to Greater Sydney (77.5% in 2016 & 79.7% in 2021) and NSW (77.3% in 2016 & 79.4% in 2021);
- the most commonly reported occupation professional in the suburb of Yass (17.9% in 2016 & 18.8% in 2021), the Yass Valley LGA (20.7% in 2016 & 21.7% in 2021), Greater Sydney (26.3% in 2016 & 29.3% in 2021) and NSW (23.6% in 2016 & 25.8% in 2021);
- a greater proportion of the population working lower paying labouring and related occupations in the suburb of Yass (9.3% in 2016 & 2021) compared to the Yass Valley LGA (8.0% in 2016 & 7.4% in 2021), Greater Sydney (7.5% in 2016 & 6.7% in 2021) and NSW (8.1% in 2016 & 2021);

As can be observed, residents of the suburb of Yass are likely to be older, employed in professional roles, and residing in separate houses.

Residents of the suburb of Yass display some characteristics that may make them more vulnerable to social harm as a result of their particular socio-economic or demographic characteristics compared to residents of other parts of the Yass Valley LGA, including:

- Aboriginal and/or Torres Strait Islander peoples
- one parent households with dependent children; and
- people in low paying occupations.

There is nothing about the proposed boarding house development that is likely to generate any detrimental social impacts for these groups. Rather, the availability of modern, affordable units in a location close to shops, services and transport area represents a positive social impact.

3.2 SEIFA Index

The Socio-Economic Indexes for Areas (SEIFA) measures the relative level of socio-economic disadvantage and/or advantage based on a range of Census characteristics.

There are two key Indexes that are commonly used to determine advantage or disadvantage:

- Index of Relative Socio-Economic Disadvantage (IRSD) which contains only disadvantage indicators (unemployment, income levels, education levels) which is best used to distinguish disadvantaged areas but doesn't differentiate between those areas which are highly advantaged, and those that may be lacking a lot of disadvantage.
- Index of Relative Socio-Economic Advantage and Disadvantage (IRSAD) which contains indicators of disadvantage as well as indicators of advantage (professional occupations, high incomes, high levels of education attainment, larger dwellings).

A high SEIFA index means a lower level of disadvantage, whereas a lower score indicates a higher level of disadvantage.

Percentile scores are also created to indicate an approximate position of a small area compared to other Australian suburbs and localities. The higher the percentage indicates the higher the socio-economic status.

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	Yass Suburb	Yass Valley LGA	Regional NSW	NSW
SEIFA Score	1017.9	1065.3	982.0	1000.0
Percentile	52	83	32	42

Source: profile.id.com.au based on 2021 Census data.

As can be observed, residents of the Yass Valley LGA have high SEIFA scores and high percentiles indicating areas of high advantage compared to other parts of Greater Sydney and NSW. The Yass suburb currently has a more advantaged population than Regional NSW or NSW, but a less advantaged population compared to the LGA.

4.0 BOARDING HOUSES

Boarding houses are different to residential tenancies. They are not individual accommodations within a block of units, nor are they public or social housing. They are managed premises where residents reside within one property. Living is often shared, with communal facilities, with people expecting the owner/manager to resolve problems and ensure the harmony of the community within the boarding house. The accommodation is furnished with residents expecting assistance when needed. For example, elderly residents seek management to assist with changing a light bulb and such domestic needs. If there is a disagreement between residents, the Manager resolves it to keep peace and quiet.¹

There have been some changes in the accommodation provided by boarding houses with newer developments often providing private services rather than shared (e.g. private bathrooms). Providing more self-contained accommodation makes boarding houses a more viable long term housing option and reduces the potential for tension and conflict in communal areas.²

Boarding houses provide affordable, managed accommodation for boarders. Boarding houses meet an important housing need of a diverse range of residents who require low to moderate cost accommodation.

Residents choose to reside in their boarding house of choice. They can enter with a nominal deposit on a low to moderate weekly tariff. They have furnishings provided and some services such as cleaning common facilities. They enjoy their independence yet have the benefits of management and community.

The Property Owners' Association of NSW Notes:

¹ Property Owners' Association of NSW (www.poansw.com.au)

² Housing NSW (www.housing.nsw.gov.au)

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Although boarding houses cover less than 3% of the accommodation market, they meet the accommodation needs of diverse groups of residents requiring low to moderate cost accommodation ranging from students, guest house residents, single people, older men, lodgers who seek onsite management services, contract workers, those who want a community, those requiring flexibility.

It is a unique form of accommodation, usually managed by an owner and his/her family. Despite low returns, the hands-on nature of the management and the unique history of each accommodation premise, owners work towards maintaining this style of low cost to moderate cost boarding houses.

Recent articles³ reinforce the changing face of affordable housing tenants, and the potential impact community resistance has on new affordable housing developments, largely due to stereotypes and negative perceptions of the type of resident boarding houses attract⁴.

There is no 'typical' boarding house resident, rather, boarding houses attract people from many different sectors of society. As noted in the foregoing, boarding houses are popular with a range of residents including local service staff, police, students, medical staff, teacher and support staff, single retirees who may be unable to afford traditional aged care services, nursing home staff, child care staff, homecare staff, cleaners, retail staff, Government employees, social workers etc.

³ <https://www.domain.com.au/news/heres-what-an-affordable-housing-tenant-actually-looks-like-20170315-guychi/>

⁴ <https://www.domain.com.au/news/community-resistance-is-impacting-the-supply-of-affordable-housing-experts-say-20170317-guxhwu/>

5.0 SOCIAL IMPACT ASSESSMENT

The proposed boarding house has been assessed against the following criteria:

- Population change
- Housing
- Access and Mobility
- The health and safety of the community
- Social Cohesion
- Community structure, character, values & beliefs
- A sense of place and community
- Community facilities and links
- Interaction between the development and the community
- Social equity, socio-economic groups & the disadvantaged
- Social displacement
- Social change management
- Amenity
- Public interest

5.1 Population change

As detailed in the *Plan of Management*, the maximum permitted number of residents on the sites will be 14, including the onsite manager who will be a resident who has been appointed as the caretaker/manager of the premises. All rooms have capacity for one resident only.

As such, the proposed boarding house will result in a maximum increase in population on the site of 14.

The minor increase in population on the site is unlikely to significantly alter the socio-economic or demographic characteristics of the immediate vicinity, or the

suburb of Yass, and new residents are likely to have similar socio-economic and demographic characteristics to the existing population.

The proposed development is unlikely to result in any significant impacts in terms of the socio-economic or demographic characteristics of the area. The proposed development provides affordable, self-contained, modern, boarding house accommodation in an area serviced by public transport, retail and recreation opportunities.

5.2 Housing Options

As detailed in the Demographic Profile Table included at Appendix A, the predominant form of housing in the suburb of Yass is three-bedroom separate dwellings. The second most common form of housing is in the form of dwellings with four or more dwellings.

Units and flats represent 3.1% of the housing stock in the suburb of Yass and 3.4% in the Yass Valley LGA as at the 2021 Census.

At the 2021 Census, there were only 8 dwellings as bedsits or studios in the suburb of Yass, representing 0.3% of all dwellings.

Data from the Centre of Affordable Housing's *Local Government Housing Kit Database*⁵ for the Yass Valley LGA, compared to NSW indicates a low supply of affordable rental accommodation available for those on and low incomes (45% of available rentals), with a healthier supply for those on moderate incomes (67%).

The same *Database* notes that around 40.1% of those on low incomes living in rental stress.

⁵ <https://public.tableau.com/app/profile/dcj.statistics/viz/HousingCostandAffordability-Census2021/Frontpage?publish=yes>

A search of the *NSW Boarding House Register* (July 2023) identified no registered boarding houses in the Yass Valley LGA.

Data indicates that as with many regional areas that experienced an influx of new residents seeking a 'tree change' associated with the COVID 19 pandemic and increased workplace flexibility, the Yass area attracted a significant volume of new residents. Recent data shows that this influx has had ongoing impacts in respect of increase in the cost of rental accommodation, with an estimated increase in the average cost of a rental property being around 1.4%. As is evident from the socio-economic and demographic data discussed in Chapter 3, the median weekly rent has increased in the suburb of Yass from \$300 to \$340 between the 2016 and 2021 Census, with more recent data from Domain suggesting that the median weekly rent in the Yass Valley LGA has increased from \$350 as at the 2021 Census, to \$550⁶.

Given the limited availability of boarding house/affordable accommodation in the area, and the limited availability of studio apartments the proposed boarding house would add to the diversity of housing type in the Yass area.

The proposed development will introduce 14 self-contained studio bedroom dwellings to the area as affordable housing for key workers, service staff, older people, people with a disability, students and those on low incomes.

The increased availability of smaller accommodation types has the potential to free up larger dwellings for families seeking rental accommodation.

In terms of improving the diversity and accessibility of housing options in the area, the proposed boarding house represents a positive impact.

⁶ <https://www.smh.com.au/property/living/the-once-booming-nsw-sea-change-towns-now-at-a-discount-20230713-p5dnx2.html>

5.3 Access and Mobility

The proposed development provides 2 adaptable/accessible rooms, on the ground floor, close to the main building entrance and common area. A dedicated accessible parking space is also provided. The proposed development includes smooth paths of travel throughout and access to internal and external communal spaces on the ground floor.

As previously noted, the subject site is in close proximity to public transport in the form of buses, and is well serviced by medical facilities, shops and retail options, and recreation.

The proposed development does not generate any negative impacts in terms of access and mobility. Rather, the proposed boarding house development represents a positive social impact through the generation of affordable, accessible accommodation.

5.4 Health and safety of the community

The proposed boarding house represents a residential development like any other, appropriately located in a residential area, close to public transport and shops and the location of the proposed boarding house is unlikely to generate any health or safety impacts.

There is nothing about the proposed development that is likely to generate any impacts in terms of public safety as it represents a residential development like any other and as such, is unlikely to be distinguishable from other residential uses.

The Bureau of Crime Statistics and Research (BOCSAR) provides crime data and trends through their Crime Mapping Tool (www.bocsar.nsw.gov.au). The data for

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the suburb of Yass and the Yass Valley LGA, compared to NSW is included in the table below:

Crime	Yass Suburb (rate per 1000,000 population)	Yass Valley LGA (rate per 1000,000 population)	NSW(rate per 1000,000 population)
Assault (overall)	798.9 (lowest density)	516.4 (second lowest density)	845.8
Domestic Assault	503.0 (second lowest density)	324.9 (second lowest density)	420.3
Non- Domestic Assault	256.9 (lowest density)	191.5 (second lowest density)	391.7
Assault Police	0.0 (lowest density)	0.0 (lowest density)	33.7
Robbery	0.0 (lowest density)	0.0 (lowest density)	23.3
Sexual Offences	118.4 (lowest density)	133.5 (medium density)	188.7
Theft	1080.0 (lowest density)	1067.7 (lowest density)	2254.2
Malicious Damage to Property	798.9 (lowest density)	400.4 (lowest density)	604.0

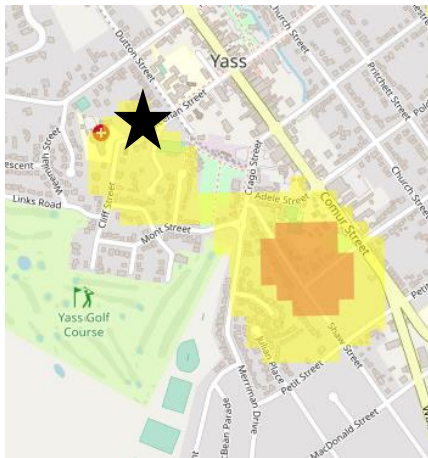
Source: www.bocsar.nsw.gov.au Data from April 2022 – March 2023

As can be seen, the suburb of Yass currently has low rates and densities of most crimes, with the exception of domestic violence related assaults, which is in the second lowest density. The subject site is located in a low density 'hotspot' for domestic related assaults.

BOCSAR Hotspot maps

DV Assault:

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There is little a development can do to influence rates of domestic related assaults.

To the extent that design features can be included in the plans for a residential development, application of Crime Prevention Through Environmental Design (CPTED) principles can improve safety in and around a site.

The following comments relating to the CPTED principles of surveillance, access control, territorial reinforcement, space management and target hardening and describe how the design of the proposed development responds to crime reduction and prevention issues through the application of the principles for CPTED.

Surveillance:

Trees and shrubs will be trimmed to reduce concealment opportunities and increase visibility to and from the street.

The proposed development encourages casual surveillance by providing appropriately designed entrances, and views from windows to Meehan Street and over the car parking area of the proposed development.

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The landscaping plan ensures a high level of amenity while maintaining clear sight lines and minimising potential hiding places.

The proposed access to the site will provide pedestrian access through secured entry door controlled by a keypad or swipe card and access to dwellings through individual keys held by residents.

In addition, CCTV surveillance is proposed for the property monitoring the driveway, foyer, perimeters, bin areas, and fire exits.

Territorial reinforcement and Access Control:

Fencing is included to the rear and sides to 1.8m in height and front fencing to be 1.2m in height to clearly define the property boundaries, without creating a visual barrier from the street.

Fences will be regularly maintained to ensure their effectiveness and good working order.

Space Management:

Communal spaces on the site will be clearly marked. The on-site manager will ensure the overall premises are well kept reducing the likelihood of crime.

Communal spaces will also be well built and maintained to ensure they remain attractive spaces for the frequent use of residents.

The proposed boarding house will include clear signage to indicate communal and private areas. House rules will be clearly displayed throughout the building.

Target hardening:

All windows and doors will include key locks to minimise the potential for intruders into the residences.

Lighting is proposed to promote a sense of safety at night and includes lighting of all entrances and exits.

The proposed development, which comprises a small, modern boarding house development, with an on-site manager, is unlikely to generate any negative impacts on crime rates in the area.

5.5 Social Cohesion

There is nothing about the proposed development, or future residents of the proposed boarding house that is likely to generate any negative impacts in terms of social cohesion.

As previously noted, the future residents of the proposed development are likely to have similar socio-economic or demographic characteristics to existing residents.

Future residents of the proposed boarding house will be required to sign tenancy agreements/leases of a minimum of 6 months with leases up to 2 years also offered, providing an opportunity for residents to participate in the local community and build relationships.

New residents of the proposed development will have the same opportunities to participate in the local community, and join community groups, as existing residents, or residents of non-boarding house developments.

5.6 Community structure, character, values and beliefs

The proposed boarding house is unlikely to generate any significant impacts in terms of community structure, character, values and beliefs.

Residents of the proposed development are likely to have similar socio-economic and demographic characteristics as existing residents and as such, there is unlikely to be any discernible changes to community structure, character, values and beliefs.

The proposed boarding house is likely to be indistinguishable from other residential uses in the area.

5.7 A sense of place and community

There is nothing about the proposed boarding house, located appropriately, in a residential area close to public transport and shops, that is likely to generate any negative impacts on the sense of place or community in the local area.

5.8 Community facilities and links

The proposed development does not result in the removal of any community facilities, nor does it reduce or impede community links.

The future residents of the proposed boarding house may increase usage of community facilities such as parks, community centres and public transport, but this increase is unlikely to be significant.

In terms of increased use of public transport, this is likely to generate positive impacts through the reinforcement of existing timetables, and potentially increased service to the area.

5.9 Interaction between the development and the community

As the proposed boarding house represents a residential development, in an area zoned for residential development, the interaction between the proposed

development and the community will be indistinguishable from other residential uses.

5.10 Social equity, socio-economic groups and the disadvantaged

The proposed boarding house will generate positive impacts in terms of social equity through the provision of affordable accommodation in a modern boarding house environment.

The demographic profile presented in Chapter 4.0 identifies that the population of the suburb of Yass include a limited number of groups that are potentially at heightened risk of social harm as a result of their particular socio-economic and demographic characteristics including:

- Aboriginal and/or Torres Strait Islander peoples
- one parent households with dependent children; and
- people in low paying occupations.

There is nothing about the proposed boarding house that is likely to generate any negative social impacts for members of these groups. The proposed boarding house will provide affordable accommodation in a small, modern boarding house environment, and this will include accommodation from people from at-risk groups.

The provision of affordable boarding house accommodation may free up housing stock in the area, providing better access to rental accommodation for families, including one parent families.

Accommodation will be made available to all, regardless of their particular socio-economic or demographic characteristics.

5.11 Social displacement

The subject site is currently occupied by a dwelling. Tenants of this property will be given sufficient notice to provide time for them to relocate. There is nothing about the loss of one residential dwelling that results in social displacement.

5.12 Social change management

As previously noted, the proposed residents of the boarding house are likely to have similar socio-economic and demographic characteristics as existing residents, and as such, the proposed development is unlikely to result in any significant or material social change.

5.13 Amenity

The amenity of existing residents in the locality has been addressed as part of the overall development design and assessment process. Noise, traffic and parking, littering/vandalism/anti-social behaviour and overshadowing/overlooking are addressed in the following.

5.13.1 Noise

The proposed development is unlikely to generate any noise levels that are unexpected, or significantly different from any other residential development. Residents will be required to adhere to the *House Rules*, which require residents to minimise noise disturbance, and which provide clear times in which outdoor communal spaces can be utilised.

It is likely there will be some short-term noise and disturbance impacts to adjoining residential properties during demolition and construction. These impacts can be minimised through conditions of consent.

Contact details for the Off-site Manager will be available adjacent to the main entrance. The contact number of the on-site manager will also be provided at the entrance to the premises and this number made available to Council and Police.

A complaint form is included in the *Plan of Management* for the premises that accompanies the application.

5.13.2 Traffic & Parking

It is generally acknowledged that the traffic generation and parking requirements of a boarding house are lower than that for a residential flat building development.

Car parking is provided above the rate required under the DCP. The DCP requires 4 parking spaces, and 8 car spaces, 3 motorbike, and 3 bicycle spaces are proposed. Meehan Street has available on-street parking available should additional parking be required.

A *Traffic and Parking Impact Assessment* prepared by Traffic Engineering Centre accompanies the application, and concludes:

This assessment has found that the increased traffic generation associated with the proposed development would have a negligible impact on the road network adjacent to the project site. The traffic conditions on the surrounding network would remain satisfactory with the proposed development in place.

The maximum projected increase in traffic activity because of the development is insignificant, would clearly not have any unacceptable traffic implications on the adjacent road network in terms of either road capacity or traffic safety, particularly considering the volumes and ample spare capacity of nearby streets and intersections.

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The increased parking demand would be fully met by the proposed 8 (eight) on-site off-street car parking spaces.

The development would have negligible impact on public transport, pedestrian or cyclists' amenity and safety, or the local residents' amenity.

There is no evidence to suggest that the development would make any adverse impact on the:

- *traffic from the ambulance station next door*
- *traffic from the medical centre on the opposite side of the street*
- *traffic at the intersection of Meehan Street and Dutton Street.*

5.13.3 Littering/Vandalism/Anti-Social Behaviour

The proposed development is unlikely to result in littering, vandalism or anti-social behaviour. The development includes security features such as an onsite manager, lighting, restricted access areas and secure parking that will deter vandalism and anti-social behaviour.

It is the role of the on-site manager, as detailed in the *Plan of Management* accompanying the application, to ensure that the premises are well-kept, clean and devoid of litter. It is similarly the responsibility of the on-site manager to maintain the premises, ensure any necessary repairs are made, and to remove any vandalism.

5.13.4 Overshadowing/Overlooking

Issues of overshadowing and overlooking are planning and design issues rather than social impact issues. However, it is acknowledged that new developments should consider the privacy of existing developments and minimise the potential for loss of privacy and overlooking.

Shadow diagrams prepared by the project architect accompany the application and illustrate the extent of shadow from the proposed development to surrounding properties.

The proposed boarding house includes a number of design features to minimise the overlooking, including:

- orientation of the building to have corridors/passageways facing the driveway and separated from the neighbouring properties
- window treatments on the side of the buildings utilise high windows only to allow sufficient light and air into the rooms, while ensuring the privacy of neighbouring properties
- the installation of privacy louvers along corridors/walkways to provide a visual screen

In addition, site landscaping is proposed around the site perimeter to reduce loss of privacy.

5.14 Comments from the local community

As detailed in Chapter 2.2, the two previous applications have attracted a number of submissions in opposition to the proposal, raising the following issues:

- type of resident
- cost of accommodation
- not in keeping with the area/ unsuitable type of development for the area
- traffic implications.

Type of resident:

There are established opinions and attitudes relating to boarding houses and the type of resident they have historically attracted. These attitudes largely relate to negative associations with older-style boarding houses.

Modern boarding houses, such as the one proposed, are more likely to provide affordable accommodation to key workers, younger couples, and students. In this instance, as outlined in the documentation submitted as part of the DA, the proposed development will be managed initially by the property owner, before being transferred to a property manager. All potential residents will undergo relevant checks as usually done with private rentals (e.g. employment references, references from previous landlords etc).

In addition, as noted in the *Plan of Management* accompanying the application, the proposed boarding house has been designed to accommodate a single persons target market consisting of (but not limited to):

- young professionals;
- itinerate workers;
- key workers such as police, hospital, ambulance, teachers, cleaners, support workers;
- trades; and
- older and younger singles.

Cost of accommodation:

Comments from the community noted that they did not feel that the proposed accommodation would be affordable accommodation.

The anticipated rental costs for rooms within the development will be between \$230-\$310 per week (depending on room size), this is below the median weekly rent in the suburb of Yass at the 2021 Census of \$340.

Not in keeping with the area/unsuitable development:

The subject site is zoned *R3 – Medium density residential* and as such, the proposed development is in keeping with the zoning. The R3 zoning notes that boarding houses are permissible, with consent, in the R2 zone.

The proposed boarding house will be unique in the area given the lack of registered boarding houses in the Yass Valley LGA, however, there is nothing about this that represents a negative social impact. The proposed development provides a modern, affordable boarding house development, in a suitable location close to shops, transport and community facilities.

There is nothing about the proposal that is out of character for the area, or in opposition to the objectives of the R3 zone.

Traffic implications:

Traffic and parking implications are discussed in Chapter 5.13.2 above and are considered in detail, in the *Traffic and Parking Impact Assessment* accompanying the application.

5.15 Public Interest

The proposed boarding house application is likely to generate a number of public interest benefits, including:

- the provision of affordable housing for those on low to moderate incomes as well as key workers (including hospital staff), students, older people and people with a disability
- contributing to the diversity of housing in an area where there are limited options in terms of the type of accommodation available;
- increased patronage at local shops;

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- increased usage of public transport reinforcing existing public transport availability;
- and contributing to the affordable housing stock in the area.

6.0 ENHANCEMENT AND MITIGATION MEASURES

The potentially positive impacts identified in Chapter 5.14 generated by the proposed development will only be realised if the consent is granted for the boarding house.

The potentially negative impacts generated by the proposed boarding house include the short-term impacts generated in the demolition and construction phase. These impacts can generally be minimised and controlled through conditions of consent.

While it is not envisaged that the operation of the proposed boarding house will generate any discernible or long-term negative social impacts in its operation, any issues that may arise will be addressed as per the processes outlined in the *Plan of Management* and with the assistance of the on-site manager who is responsible for the maintenance of the buildings and surrounds and for enforcing the *House Rules* to ensure that residents do not cause a disturbance to neighbouring properties.

7.0 CONCLUSION

This Social Impact Assessment assesses the potential impacts generated by the proposed boarding house development at 141 Meehan Street, Yass.

The subject site represents a suitable and appropriate location for a Boarding House given its close proximity to public transport, local shops and services such as medical centres.

The proposed development is unlikely to generate any long term negative social impacts, but has the potential to generate a number of positive impacts, including:

- the provision of affordable housing for those on low to moderate incomes as well as key workers (including hospital staff), students, older people and people with a disability
- contributing to the diversity of housing in an area where there are limited options in terms of the type of accommodation available;
- increased patronage at local shops;
- increased usage of public transport reinforcing existing public transport availability;
- and contributing to the affordable housing stock in the area.

There are no reasons, from a social planning perspective, to refuse the application.

APPENDIX A

DEMOGRAPHIC PROFILE TABLE

Demographic Profile Table

Demographic Characteristic	Yass Suburb 2016	Yass Suburb 2021	Yass Valley LGA 2016	Yass Valley LGA 2021	Greater Sydney (2016)	Greater Sydney (2021)	NSW (2016)	NSW (2021)
Total Persons	6,506	6,763	16,142	17,281	4 823 991	5,231,147	7 480 228	8,072,163
Aboriginal and/or Torres Strait Islander peoples	251 (3.9%)	347 (5.1%)	400 (2.5%)	552 (3.2%)	70 135 (1.4%)	90,939 (1.7%)	216 176 (2.8%)	278,043 (3.4%)
NESB Persons								
(i) No. born overseas in non-English speaking country.	751 (11.5%)	702 (10.4%)	1,993 (12.3%)	1,882 (10.9%)	1 474 715 (30.5%)	2,107,358 (40.3%)	1 646 057 (22.0%)	2,444,754 (30.3%)
(ii) No. speaking lang. other than English at home	217 (3.3%)	279 (4.1%)	575 (3.5%)	707 (4.0%)	1 727 574 (35.8%)	1,957,409 (37.4%)	1 882 015 (25.1%)	2,146,080 (26.5%)
In need of assistance	442 (6.8%)	542 (8.0%)	691 (4.3%)	926 (5.3%)	236 139 (4.9%)	270,665 (5.1%)	402 048 (5.3%)	464,712 (5.7%)
Age range:								468,056 (5.8%)
0-4 years								1,001,950 (12.4%)
5-14 years	437 (6.7%)	380 (5.6%)	1,010 (6.3%)	928 (5.4%)	310,173 (6.4%)	312,364 (5.9%)	465,135 (6.2%)	457,896 (5.6%)
15-19 years	878 (13.6%)	933 (13.7%)	2,391 (14.8%)	2,494 (14.4%)	590,126 (12.2%)	650,843 (12.4%)	921,195 (12.3%)	496,185 (6.1%)
20-24 years	385 (5.9%)	378 (5.6%)	1,032 (6.4%)	1,133 (6.6%)	288,362 (5.9%)	294,764 (5.6%)	448,425 (5.9%)	1,142,026 (14.1%)
25-34 years	337 (5.2%)	329 (4.9%)	730 (4.5%)	780 (4.5%)	340,737 (7.0%)	343,064 (6.5%)	489,673 (6.5%)	1,067,524 (14.2%)
35-44 years	717 (11.0%)	746 (10.9%)	1,458 (9.0%)	1,591 (9.2%)	774,405 (16.0%)	811,314 (15.5%)	1,002,886 (13.4%)	1,103,170 (13.6%)
45-54 years	782 (11.9%)	841 (12.5%)	2,211 (13.7%)	2,181 (12.5%)	696,037 (14.4%)	777,748 (14.8%)	977,984 (13.0%)	1,016,948 (12.6%)
55-64 years	868 (13.3%)	871 (13.0%)	2,497 (15.5%)	2,709 (15.6%)	627,580 (13.0%)	667,167 (12.7%)	889,763 (11.9%)	961,784 (11.9%)
65-74 years	800 (11.7%)	820 (12.1%)	2,192 (13.6%)	2,300 (13.3%)	524,011 (10.8%)	579,166 (11.0%)	677,020 (9.0%)	788,725 (9.7%)
75-84 years	661 (10.2%)	767 (11.3%)	1,596 (9.9%)	1,897 (10.9%)	372,488 (7.7%)	439,467 (8.4%)	373,115 (4.9%)	451,521 (5.6%)
85 years and over	413 (6.3%)	452 (6.6%)	730 (4.5%)	935 (5.4%)	204,051 (4.2%)	249,517 (4.7%)	167,506 (2.2%)	183,895 (2.3%)
	227 (3.5%)	252 (3.7%)	296 (1.8%)	338 (2.0%)	96,022 (1.9%)	105,729 (2.0%)		

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Demographic Characteristic	Yass Suburb 2016	Yass Suburb 2021	Yass Valley LGA 2016	Yass Valley LGA 2021	Greater Sydney (2016)	Greater Sydney (2021)	NSW (2016)	NSW (2021)
Unemployment rate	3.6	3.1	2.9	2.7	6.0	5.1	6.3	4.9
Median weekly household income	\$1,470	\$1,739	\$1,879	\$2,289	\$1750	\$2,077	\$1486	\$1,829
Median weekly rent	\$300	\$340	\$300	\$350	\$440	\$470	\$380	\$420
Med Age	41	42	42	43	36	37	38	39
Ave household size	2.5	2.5	2.7	2.4	2.8	2.7	2.6	2.6
Marital Status (aged 15+)								
Married	2,522 (48.7%)	2,563 (47.0%)	7,077 (55.5%)	7,441 (53.7%)	1 934 134 (49.3%)	2,062,160 (39.4%)	2 965 285 (48.6%)	3,124,151 (47.3%)
Separated	173 (3.3%)	166 (3.0%)	368 (2.9%)	413 (3.0%)	111 495 (2.8%)	125,769 (2.4%)	190 199 (3.1%)	209,657 (3.2%)
Divorced	483 (9.3%)	533 (9.8%)	1,043 (8.2%)	1,195 (8.6%)	298 433 (7.6%)	332,916 (6.3%)	512 297 (8.4%)	569,516 (8.6%)
Widowed	435 (8.4%)	437 (8.0%)	655 (5.2%)	682 (4.9%)	185 646 (4.7%)	191,863 (3.6%)	331 655 (5.4%)	339,990 (5.1%)
Never married	1,570 (30.3%)	1,749 (32.1%)	3,599 (28.2%)	4,134 (29.8%)	1 393 988 (35.5%)	1,555,230 (29.7%)	2 094 457 (34.3%)	2,358,844 (35.7%)
Family Structure								
Couple families with dependent children under 15 years and other dependent children	757 (44.7%)	790 (43.2%)	2,086 (47.5%)	2,260 (47.0%)	501 238 (40.1%)	480,444 (34.8%)	718 364 (37.0%)	809,586 (37.9%)
Couple families with no children	659 (38.9%)	716 (39.2%)	1,794 (40.8%)	1,962 (40.8%)	416 588 (33.4%)	667,760 (48.4%)	709 524 (36.5%)	954,588 (44.7%)
One parent families with dependent children	258 (15.2%)	296 (16.2%)	474 (10.8%)	553 (11.5%)	113 772 (9.1%)	208,478 (15.1%)	192 626 (9.9%)	337,729 (15.8%)
Other families	19 (1.1%)	21 (1.1%)	40 (0.9%)	36 (0.7%)	22 992 (1.8%)	23,497 (1.7%)	32 483 (1.6%)	34,061 (1.6%)
Car Ownership								
None	119 (5.1%)	116 (4.6%)	141 (2.6%)	135 (2.3%)	179 500 (11.0%)	203,081 (11.1%)	239 625 (9.2%)	262,031 (9.0%)
One	750 (31.9%)	833 (33.1%)	1,245 (22.6%)	1,369 (23.1%)	603 062 (37.1%)	722,036 (39.5%)	946 159 (36.3%)	1,096,761 (37.8%)
Two	876 (3.3%)	936 (37.1%)	2,203 (39.9%)	2,302 (38.8%)	532 633 (32.8%)	590,650 (32.3%)	887 849 (34.0%)	

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Demographic Characteristic	Yass Suburb 2016	Yass Suburb 2021	Yass Valley LGA 2016	Yass Valley LGA 2021	Greater Sydney (2016)	Greater Sydney (2021)	NSW (2016)	NSW (2021)
Three 4 or more	517 (22.0%)	599 (23.8%)	1,765 (32.0%)	2,060 (34.7%)	164 918 (10.1%) 89 744 (5.5%)	181,932 (9.9%) 105,239 (5.7%)	283 044 (10.8%) 152 500 (5.8%)	989,258 (34.1%)
Housing (dwellings)								
Sep house	2,107 (89.4%)	2,233 (88.5%)	5,185 (94.0%)	5,594 (94.3%)	924 225 (52.5%)	1,020,631 (55.8%)	1 729 820 (59.8%)	1,902,734 (65.6%)
Semi-detached	203 (8.6%)	193 (7.6%)	216 (3.9%)	201 (3.4%)	227 238 (49.8%)	234,000 (12.8%)	317 447 (35.7%)	340,582 (11.7%)
Unit	20 (0.8%)	79 (3.1%)	27 (0.5%)	86 (1.4%)	456 233 (25.9%)	561,988 (30.7%)	519 380 (17.9%)	630,030 (21.7%)
Other dwelling	19 (0.8%)	3 (0.1%)	37 (0.7%)	11 (0.2%)	9 129 (0.5%)	8,216 (0.4%)	23 583 (0.8%)	19,374 (0.7%)
Unoccupied dwellings	434 (9.3%)	217 (7.9%)	627 (10.2%)	531 (8.2%)	136 055 (7.7%)	164,628 (8.3%)	284 741 (9.8%)	299,524 (9.4%)
Home fully owned	804 (34.1%)	836 (33.1%)	1,900 (34.4%)	2,053 (34.6%)	472 635 (29.1%)	507,635 (27.8%)	839 665 (32.2%)	914,537 (31.5%)
Being purchased	909 (38.5%)	1,006 (39.9%)	2,443 (44.2%)	2,726 (46.0%)	539 917 (33.2%)	608,735 (33.3%)	840 665 (32.2%)	942,804 (32.5%)
Private rental	491 (20.8%)	531 (21.0%)	943 (17.0%)	864 (14.5%)	485 404 (29.9%)	596,390 (32.6%)	722 020 (27.7%)	851,852 (29.4%)
Public housing	70 (2.9%)	62 (2.4%)	68 (1.2%)	61 (1.0%)	67 845 (4.1%)	60,927 (3.3%)	104 902 (4.0%)	92,733 (3.2%)
Dwelling Structure - # of bedrooms								
0	12 (0.5%)	8 (0.3%)	26 (0.5%)	25 (0.4%)	12 812 (0.7%)	16,194 (0.9%)	17 157 (0.6%)	21,051 (0.7%)
1	44 (1.9%)	50 (2.0%)	122 (2.2%)	124 (2.1%)	118 881 (7.3%)	147,857 (8.1%)	157 194 (6.0%)	190,792 (6.6%)
2	351 (14.9%)	370 (14.7%)	615 (11.1%)	612 (10.3%)	402 675 (24.8%)	470,207 (25.7%)	577 675 (22.1%)	657,578 (22.7%)
3	1,028 (43.6%)	1,068 (42.4%)	1,987 (36.0%)	2,009 (33.9%)	548 987 (33.8%)	565,467 (30.9%)	970 001 (37.2%)	1,006,121 (34.7%)
4	875 (37.1%)	985 (39.1%)	2,666 (48.3%)	3,084 (52.0%)	376 427 (23.1%)	440,351 (24.0%)	633 184 (24.3%)	743,910 (25.6%)
5					101 053 (6.2%)	133,837 (7.3%)	148 851 (5.7%)	194, 074 (6.7%)
6+					23 774 (1.4%)	31,239 (1.7%)	34 370 (1.3%)	45,329 (1.5%)
Migration								
Same add 1yr ago	4,981 (77.6%)	5,598 (88.9%)	12,807 (80.2%)	14,377 (84.0%)	3 695 742 (77.5%)	4,119,424 (79.7%)	5 718 965 (77.3%)	6,335,812 (79.4%)
Same add 5 yr ago	3,435 (56.6%)	3,603 (56.4%)	8,976 (59.3%)	9,778 (59.8%)	2 402 160 (53.2%)	2,635,497 (53.6%)	3 775 527 (53.8%)	4,095,964 (53.8%)
Occupation								
Manager	389 (13.1%)	415 (12.9%)	1,594 (19.7%)	1,844 (20.5%)	311 762 (13.7%)	368,876 (15.2%)	456 084 (13.5%)	536,820 (14.6%)
Professional	530 (17.9%)	606 (18.8%)	1,676 (20.7%)	1,954 (21.7%)	597 798 (26.3%)	711,729 (29.3%)	798 126 (23.6%)	952,131 (25.8%)
Technical & Trade	434 (14.6%)	525 (16.3%)	1,049 (13.0%)	1,286 (14.3%)	265 056 (11.6%)	254,555 (10.5%)	429 239 (12.7%)	436,589 (11.8%)

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Demographic Characteristic	Yass Suburb 2016	Yass Suburb 2021	Yass Valley LGA 2016	Yass Valley LGA 2021	Greater Sydney (2016)	Greater Sydney (2021)	NSW (2016)	NSW (2021)
Community	424 (14.3%)	467 (14.5%)	863 (10.7%)	982 (10.9%)	218 206 (9.6%)	225,062 (9.2%)	350 261 (10.3%)	390,779 (10.6%)
Clerical & Admin	430 (14.5%)	427 (13.3%)	1,207 (14.9%)	1,200 (13.3%)	331 135 (14.5%)	334,504 (13.7%)	467 977 (13.8%)	480,612 (13.0%)
Sales	242 (8.2%)	239 (7.4%)	526 (6.5%)	532 (5.9%)	205 051 (9.0%)	188,556 (7.7%)	311 414 (9.2%)	294,889 (8.0%)
Machinery op	177 (6.0%)	176 (5.5%)	353 (4.4%)	361 (4.0%)	128 020 (5.6%)	136,033 (5.6%)	206 839 (6.1%)	222,186 (6.0%)
Labourer	277 (9.3%)	298 (9.3%)	643 (8.0%)	662 (7.4%)	171 450 (7.5%)	164,335 (6.7%)	297 887 (8.1%)	300,966 (8.1%)
Travel to work								
Worked from home	135 (4.6%)	358 (11.1%)	639 (7.9%)	1,423 (15.8%)	98,906 (4.3%)	1 197 269 (52.6%)	832,277 (34.2%)	1 953 399 (57.7%)
Car as driver	1,958 (66.0%)	2,078 (64.5%)	5,262 (65.3%)	5,600 (62.2%)	1 197 269 (52.6%)	247 051 (10.8%)	60,858 (2.5%)	252 786 (7.4%)
Train					247 051 (10.8%)	125,503 (5.5%)	28,786 (1.2%)	133,903 (3.9%)
Bus		30 (0.9%)		49 (0.5%)	125 503 (5.5%)	98,906 (4.3%)	944,501 (38.8%)	163,026 (4.8%)
Religious Affiliation								
No religion	1502 (23.1%)	2,400 (35.5%)	4,602 (28.5%)	6,984 (40.4%)	1,188,280 (24.6%)	1,583,084 (30.3%)	1,879,562 (25.1%)	2,644,165 (32.8%)
Catholic	1,831 (28.2%)	1,743 (25.8%)	4,244 (26.3%)	4,092 (23.7%)	1,213,123 (25.1%)	1,210,979 (23.1%)	1,846,443 (24.7%)	1,807,730 (22.4%)
Anglican	1,615 (24.8%)	1,285 (19.0%)	3,515 (21.8%)	2,834 (16.4%)	580, 341 (12.0%)	478,777 (9.2%)	1,161,810 (15.5%)	960,305 (11.9%)
Uniting Church	332 (5.1%)	231 (3.4%)	678 (4.2%)	565 (3.3%)	97,150 (2.0%)	77,979 (1.5%)	217,258 (2.9%)	
Not stated	571 (8.8%)	428 (6.3%)	1,497 (9.3%)	1,066 (6.2%)	425,538 (8.8%)	326,469 (3.2%)	684,969 (9.2%)	548,340 (6.8%)

2016 & 2021 Census data (www.abs.gov.au) – General Community Profile – as at July 2023

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APPENDIX B

DISTANCES TO LOCAL SERVICES AND FACILITIES

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Service/facility	Address	Approximate distance from subject site (walking distance)
Shops/groceries/retail		
Aldi Supermarket	193 Comur Street	650m
Woolworths Supermarket	250 Comur Stret	850m
Kmart – Yass K Hub	142 Comur Street	400m
IGA Yass	63 Laidlaw Street	2.2km
Medical Centres/GPs/Hospital/Dental		
Yass District Hospital	Meehan Street	130m
Yass Medical Centre	116 Meehan Street	20m
Yass Medical Centre	80 Comur Street	450m
My Medical Practice	1b/63 Laidlaw Street	2.2km
Old Linton medical Practice	153 Comur Street	450m
Yass Valley Dental	77 Lead Street	500m
Yass Gentle Dental	1-78-80 Comur Street	450m
The Dentists	264 Comur Street	900m

Source: Google maps

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APPENDIX C

QUALIFICATIONS & EXPERIENCE OF AUTHOR

Sarah George – BA (Psych/Soc), Cert IV Youth Work; Cert IV
Training and Assessment

QUALIFICATIONS:

Bachelor of Arts majoring in Psychology & Sociology (Macquarie University);
Teaching By Distance (TAFE Oten); Certificate IV – Workplace Training &
Assessment, Youth Work Certificate IV (TAFE NSW).

EXPERIENCE:

In practicing as a consultant, I have completed assignments for a number of clients
in the private and public sector, including:

- preparation of Statements of Evidence and representation as an Expert
Witness in the Land and Environment Court of NSW;
- preparation of the City of Sydney Council's Alcohol-Free Zone Policy Review
& Guide;
- preparation of a draft Local Approvals Policy for the City of Sydney ("Sex on
Premises Venues");
- preparation of Social Impact Assessments for Development Applications,
including Matthew Talbot Lodge, Vincentian Village and the Ozanam Learning
Centre for St Vincent de Paul, Malek Fahd Islamic School, and Hotel
Development Applications at Hurstville and La Perouse and numerous
packaged liquor licences;
- preparation of Community Impact Statements for packaged liquor outlets, on-
premises licences for submission to the Office of Liquor, Gaming and Racing;
and
- preparation of numerous Social Impact Assessments for licensed premises,
both hotels and off-licence (retail) premises for submission to the Office of
Liquor Gaming and Racing and the former Liquor Administration Board.

Prior to commencing as a consultant, I worked in community organisations and in
the non-Government and private sectors in numerous roles including:

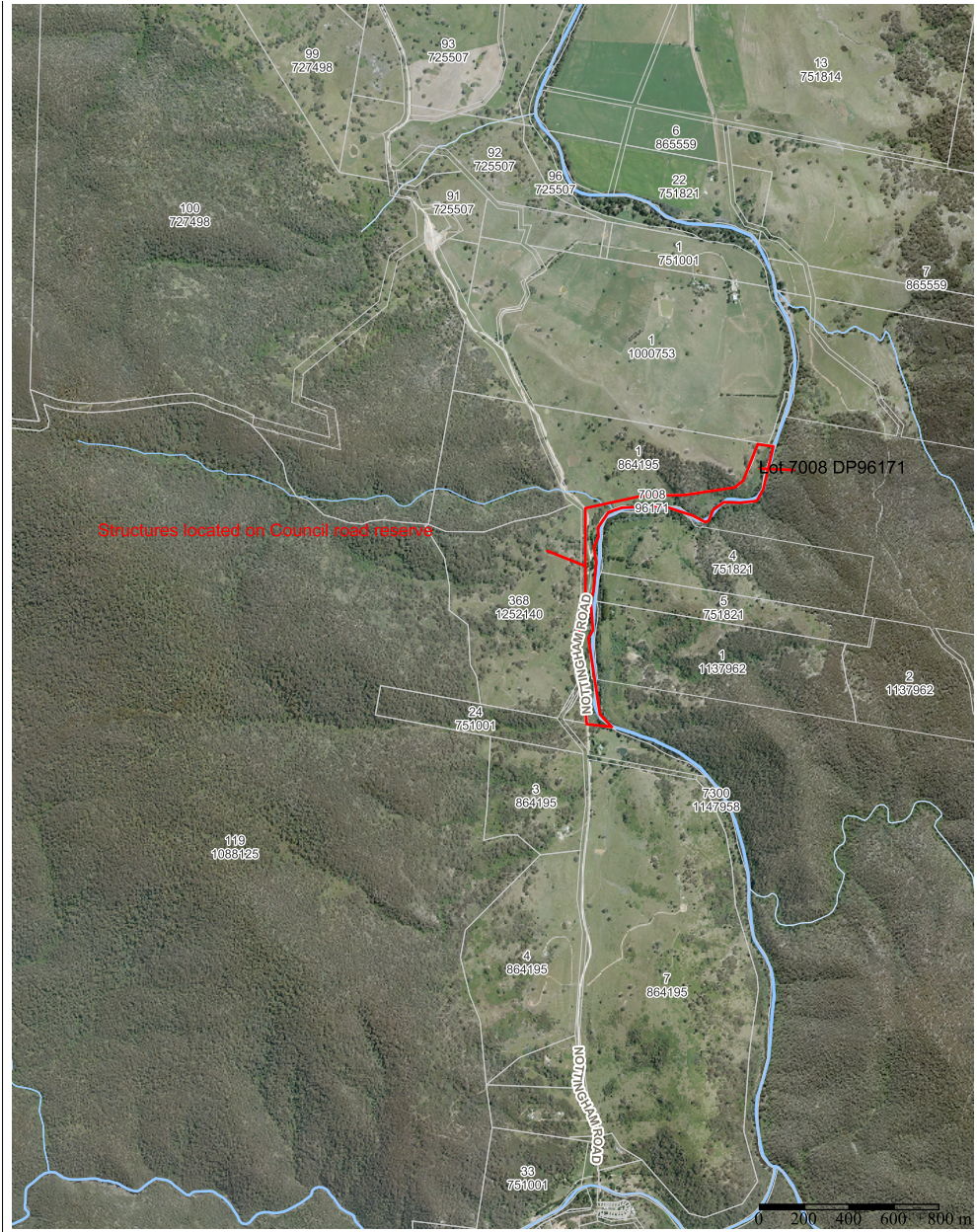
- Project Officer – Education & Development with Hepatitis NSW

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- Case Manager Big Brother Big Sister Mentoring Program with the YWCA NSW
- Drug and Alcohol educator and counsellor
- Youth Worker

I also worked for several years in a Town Planning Consultancy.

6.6 Interim Heritage Order - Wee Jasper Fishermen's Shacks, Swinging Bridge
Attachment A Location Map



yass valley council
the country the people

Yass Valley Council
PO Box 6
259 Corners Street
YASS NSW 2582
Telephone: (02) 6226 1477
Email: council@yass.nsw.gov.au

Important Notice!
This map is not a precise survey document. Accurate locations can only be determined by a survey on the ground.
This information has been prepared for Council's internal purposes and for no other purpose. No guarantee is made about the accuracy or suitability of the information for use for any purpose (whether the purpose has been notified to Council or not). While every care is taken to ensure the accuracy of this data, neither the Yass Valley Council nor the SV makes any representations or warranties, about its accuracy, reliability, completeness or suitability for any particular purpose and disclaims all responsibility and all liability (including without limitation, liability in negligence) for all expenses, losses, damages (including indirect or consequential damage) and costs which you might incur as a result of the data being inaccurate or incomplete in any way and for any reason.
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Drawn By: Julie Rogers

Projection: GDA94 / MGA zone 55

Date: 20/09/2023 10:15 AM

Map Scale: 1:22818 at A4

5.2 TABLE OF RECOMMENDED PRECINCTS

During the study, it became apparent that some places shared particularly strong geographical or thematic characteristics, and that their heritage significance could be better understood if the places were considered as part of a group or precinct. The proposed precincts are:

Item No	Precinct	Significance
94	Fitzroy Street Precinct, Binalong.	A remarkably intact collection of rural village buildings spanning the period from the mid-19 th to the mid-20 th centuries. The precinct includes a diversity of residential, small commercial and community structures that demonstrate key phases and influences on the town's development. Commercially active historic streetscapes that retain the degree of integrity and condition of Fitzroy Street are rare in NSW and warrant careful management.
119	Stephens Street Precinct, Binalong,	The junction of Queen and Stephens Streets is historically significant as an early stopping place on the route to western NSW, particularly to Lambing Flat (the goldfields of Young). Of particular historic significance are the Black Swan Inn (c1840), the Golden Fleece Inn (c 1850) and the Courthouse (1883). The Elms, an elegant Federation building, and its associated garden replaced an earlier store on the site.
89	Catholic Church Precinct, Binalong	An exceptionally fine collection of buildings, each expressing a high order of design and attention to detail. The precinct includes the former convent, school, church and presbytery.
59	Leake Street Precinct, Bowning	A collection of commercial and residential buildings that concentrated at the top end of Leake Street following the establishment of rail services to the town in the 1870s. The economy of the town was further stimulated by the construction of the Burrinjuck Dam in the first half of the 20 th century. The cottages on the upper side of the street contribute to the precinct's character.
133	Greater Burrinjuck Dam Precinct	State Water (DPWS Heritage Design Services, 2001) has independently assessed the dam, village and fringe areas as the Greater Burrinjuck Dam Precinct. The current study endorses the findings of the State Water assessment. In summary, the individual elements in the precinct assessed as having local significance are: Area 1 (Burrinjuck Dam Wall): Explosive magazines, Instrumentation, quarry Area 2 (Burrinjuck Village): Flats, Flats 15-16, Garages, metal, Garages, timber, House No 2, House No 4, House No 10, House No 12, House No 17, House No 84a, Lowlevel outlet valve, Main Office and Conference Centre, Memorabilia Collection, Officer in Charge's House,

		<p>Recreational Hall (Lot 69)</p> <p>The village, built to provide accommodation for the construction and subsequent management of Burrinjuck Dam, has a remarkable integrity of age and type. It is constructed on the steep slope above the dam waters, either side of the serpentine service road and consequently is of an unusual urban pattern. The significance of the village is further enhanced by the engineering significance of the dam wall and State significance of the Murrumbidgee Irrigation Area (MIA). Through its MIA association, the village is thematically linked to the towns of Leeton and Griffith.</p> <p>Area 3 (Burrinjuck fringe area): Calyx Drill, Cemetery, DeBurgh Dam, Fordson Rail tractor, Jubilee Sand Hoppers, Sanitary Dam, Trout Hatchery (former), Water Tanks, Workshop No 2 Precinct Construction Collection, Workshop No 2 Precinct Domestic Items Collection.</p>
148	Fishermen's Huts Precinct, via Wee Jasper	<p>A collection of idiosyncratic huts, built largely from corrugated iron, in an unregulated style. The huts are strongly expressive of Australian recreational ideals, are of a small scale, and embody aesthetic and social values. Groups of structures such as these elsewhere in the State have been noted as having high heritage value.</p>

MANAGING PRECINCTS

Precincts often comprise places of varying degrees of significance. Some will be individually significant, some may have contributory value and some places may have no heritage value at all. As the significance of each precinct differs, they may each need their own specific, if similar, set of management guidelines, or Development Control Plan (DCP). The DCP may also apply to footpaths, gutters and verges, street furniture, vegetation and signage. Places in precincts are generally managed for their external values only, ie their impact on the public realm, and change and infill development are often appropriate, providing they are consistent with the precinct's values.



Item 142	Fisherman's Huts Precinct
Location	Swinging Bridge Reserve, Goodradigbee River, on the Tumut road via Wee Jasper.
Contact	
Description	<p>The place comprises a cluster of about 10 fisherman's huts beside the road and the river. One of the huts or a dwelling on the far side of the river is accessed by a privately built swinging bridge. The huts are mostly made from corrugated iron and appear to have been constructed without reference to building codes. Consequently they are idiosyncratic and reflect the skill and dedication of the owner. The buildings are generally of a small scale and an unusual form. They are all well maintained, painted and attractively landscaped.</p>
History	<p>The historical origins of this cluster of huts is not known, but the buildings appear to date from the mid 20th century. The owners of the buildings do not have title to the land, and there is pressure in some quarters to have them removed. It is understood that an individual building will be demolished when its owner passes on, the intention being to remove all buildings and only allow camping in the vicinity</p> <p><i>Source:</i></p>
Significance	<p>A particularly interesting set of 20th century vernacular recreational dwellings. They are the corrugated iron version of the 19th century slab hut. They utilise accessible, low-cost materials to fashion a structure that suits the needs of the individual. As a group of unregulated buildings from the twentieth century they are quite rare as, apart from some rural outbuildings, most habitable dwellings require regulatory approval. These buildings provide a very interesting comparison with the approved settlement at nearby Micalong Creek. The structures have social values for the community who built and care for them, and they have aesthetic values for their scale, and constrained diversity. The swinging bridge adds to the diversity of bridges to be found within the Shire.</p>

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ITEM DETAILS					
Name of Item	Swinging Bridge, Wee Jasper Historic Fishing Village				
Other Name/s	"Wee Jasper Fishermen shacks"				
Former Name/s					
Item type (if known)	A Village/Hamlet of Fisherman's Cabins				
Item group (if known)					
Item category (if known)					
Area, Group, or Collection Name					
Street number	308, 310, 312, 325, 329, 337, 373 and 375				
Street name	Nottingham Rd				
Suburb/town	Parish of WeeJasper, County of Buccleuch			Postcode	2582
Local Government Area/s	Yass Valley Council				
Property description					
Location - Lat/long	Latitude	-35.165745		Longitude	148.686663
Location - AMG (if no street address)	Zone		Easting		Northing
Owner					
Current use	Holiday type short term accommodation (Fishing and recreation)				
Former Use	Holiday type, respite, short term accommodation (Fishing and recreation)				
Statement of significance	<p><i>We would firstly like to acknowledge the Traditional Owners of the land . We pay our respects to their Elders, past and present, and the Aboriginal Elders of other communities.</i></p> <p>The Swinging Bridge Fishermen's Shacks in Wee Jasper Parish are of local heritage significance. License holders with historic ties to the Wee Jasper community at large, have faithfully provided service and public safety for over 70 years among many other contributions. Families and these shacks act as the storytellers for these unique representations of how a community develops across time within a specific landscape and era, alongside the structures that have supported this. The Eight remaining shacks perform the function of living museums.</p> <p>Each shack holder has acted as a willing safety house, and has many times provided protection, shelter and first aid for visitors of the area and those in need. Continuing and recontextualizing its historic purpose as safe haven for returning war veterans, and continuing to invoke the curiosity and interest of the public who are fascinated by the historical significance and rare aesthetic of the shacks. There are no other known direct comparisons in the local regional area in terms of setting. We demonstrate the shack's potential in meeting the criteria for local heritage listing in the following notes.</p>				

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Level of Significance	State <input type="checkbox"/>	Local <input checked="" type="checkbox"/>
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DESCRIPTION	
Designer	Designed and hand built by original owners, with help from neighbouring land owners. Most of whom were in one way a qualified tradesman.
Builder/ maker	Designed and hand built by original owners, with help from neighbouring land owners. Most of whom were in one way a qualified tradesman.
Physical Description	<p>These fisherman shacks are set within a unique natural landscape that compliments their historic physical facade with relevance to position facing both the main road and the Goodradigbee river. Each shack is relevantly spaced and positioned along the river bank & top side, which forms a historic recreational fishing village/hamlet.</p> 
Image > Site No: 325 Nottingham Rd Image year (unknown)	<p>Although all shacks are constructed with hardwood timber frames & concrete slabs, each is forged with materials that highlight a period akin to its own time, such as examples shown also using vertically set tree trunks as posts to form living spaces. The series of exteriors consists of mainly corrugated iron paneling exterior walls and ceilings with at least two structures panelled by timber, weatherboard & fibro. Most brick & stone work have been tactfully used as either foundation/structural support or essential fireplaces.</p> 
Image > Shack 329 (Early build stage) 1956	

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Physical condition and Archaeological potential	<p><u>Supporting letter extract.</u></p> <p>Clair Espinola, National award Winner, Graduate of Design in Architecture, University of Technology. Written: 2023.</p> <p>“I was pleased to be asked to view these unique dwellings. as my interests & passions are mainly based/dedicated to historic construction. Areas of my degree specialized in historic framework structural integrity & longevity of historic materials.</p> <p>I have worked with projects from large scale residential buildings to simple structured huts in underdeveloped communities (Cambodia), and I've come to understand that there is a much greater value in buildings tied to history, community & a unique experience of what one may call “home”. Something that has ubiquitous and unreplicable value. I can confidently say that they hold all the physical and intangible elements of something worth preserving. All this, from a momentary introduction to the structures, couldn't compare to the generational, comprehensive and communal life-story of these historic dwellings.</p> <p>This is my letter of acknowledgement of the extraordinary lengths taken to ensure these infrastructures are well within the boundaries that recognise solidarity of frame work through essential build practices within their time as I know it.</p> <p>(C. Espinola,2023. Document found in file “<i>Family history letters & Community support</i>”)</p>					
	Construction years	Start year	1946	Finish year	1965	Circa
Modifications and dates	<p>Modifications have been limited to works undertaken after the 2012 floods. Whilst only three of the shacks were inundated with water (Shacks No. 308, 310 & 312), Shack owners worked together along with the WJ reserve members to repair damages made to any surrounding structures, such as fencing & garden beds, in an effort to salvage what they could of their former yards. Some internal walls were relined, insulated and recladded and certain elements were replicated to mimic the original components. The groups, as a community, used this time to upgrade the old and to repair or make any necessary changes such as removal of damaged fencing & other materials that came down after the floods.</p>					
Image > Floods clean up & repairs, March 2012						

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Further comments	<p>It is also worth noting that these fishing shacks have been seen for their historic and intrinsic value by the License shack holders themselves and direct Wee Jasper community, but have reached recognition and common interest to the wider public. This is supported by:</p> <ul style="list-style-type: none"> (a) Support letter by Wendy Tuckerman MP Member of Goulburn Council (b) Support letter by Author Jennifer Barton 'You can't eat Scenery' Formally Published book of the history of Wee Jasper (c) Support statement by Denise Boettcher, owner of Banjo Paterson Estate (d) Support letter by Shannon Kellett Director of The Wee Jasper Distillery (e) Support letter by Antony Cathles, long standing influential WJ community member (f) Support letter by Ian & Helen Cathles, long standing influential WJ community member (g) Support letter by Warren Page, Retired Australian Veteran (h) Support letter by Clair Espinola, Architectural National award winner & Graduate, UTS (i) Petition of Support signed by nearly 600 individuals for the historical preservation of the Wee Jasper Shacks and their Occupants <p>As well as personal history stories by the shack families</p> <ul style="list-style-type: none"> (j) Letter from Cabin 308, Robinson/Main Family (k) Letter from Cabin 312, Fryer Family (l) Letter from Cabin 325, Kerr Family (m) Letter from Cabin 337, Adrian King (n) Letter from Cabin 375, Sandra Turner <p style="text-align: center;">(The above documents are found in file: <i>"Family history letters & Community support"</i>)</p>
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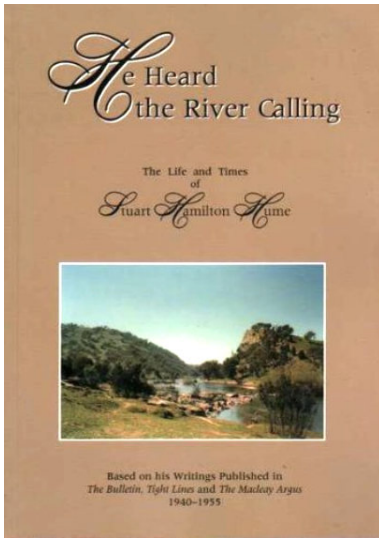
HISTORY	
Historical notes	<p>1824 Explorers Hamilton Hume and William Hovell passed through the valley on an expedition to Port Phillip, which was of crucial importance to the opening up of the country.</p> <p>Early 1900's - First Swinging Bridge built by Tommy Grace to ferry things across the river to the road. The house built there is what became known as Tommy's Flat was later owned by Ken and Marie Grace.</p> <p>1940-1955 Stuart Hamilton Hume's Writings Published in The Bulletin, Tight Lines, and The Macleay Argus. Nephew of Explorer Hamilton Hume. Included Writings/poems of Wee Jasper.</p> <p>1939- 1945 Second World War</p> <p>1946 returning WWII servicemen, pioneers, fishermen find refuge at Wee Jasper.</p> <p>1948 - 1965 existing shacks were built, the earliest of remaining shack was built by Jessie Sheather - No: 312 Nottingham Rd</p> <p>Early 1950's Second oldest remaining shack built for Lillian Main by a local man, Ken Grace. Wee Jasper Station Master gave them the opportunity to use the land at Swinging Bridge as Squatters, later moving to Permissive Occupants and then lease holders.</p>
<p>Image > (Black&White) Bob Kerr & Ken Grace</p>	 <p>1958 shack 329 was built by WWII returned Navy serviceman Maurise Dewar. Later used as the first Rangers Quarters in Wee Jasper.</p> <p>Mid 1960's Construction of the second Swinging Bridge by the local shack owners with local farmer, Ken Grace. Bob Kerr integral to this process bringing labour and materials from his Newcastle scrapyard.</p>
<p>Image > Wee Jasper Fishing Club Badge, Est.1970</p>	 <p>1970 Wee Jasper Fishing club established by Jessie Sheather & Dennis Smith</p> <p>1971 The first swinging Bridge which had become treacherous and was finally washed away in the early 70's. Shack owners banded together to clear away the wreckage.</p> <p>1988 The official opening of the Hume and Hovell Track starting at WeeJasper, later extended to start from Yass.</p> <p>2012 Floods of Wee Jasper & Community clean-up with Royal Fire Service, Wee Jasper Reserves Trust and locals. Second Swinging Bridge lost in flood</p> <p>2023 The 'Swinging Bridge Heritage Protection Group' established</p>

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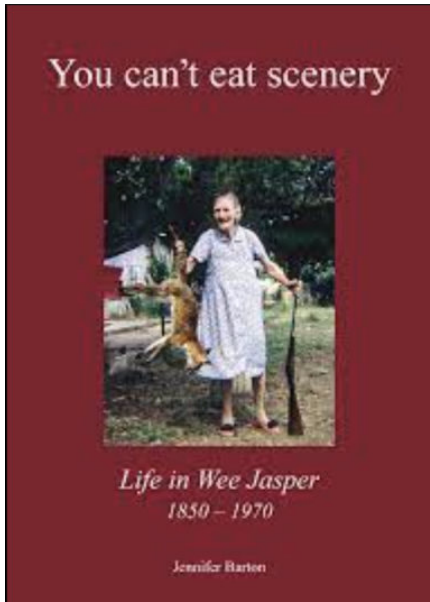
THEMES	
National historical theme	1. Tracing the natural evolution of Australia 3. Developing local, regional and national economies 4. Building settlements, towns and cities 8. Developing Australia's cultural life 9. Marking the phases of life
State historical theme	1. Environment - naturally evolved : Features occurring naturally in the physical environment which have shaped or influenced human life and cultures. 3. Environment cultural landscape : National park, nature reserve, fishing spot, place important in arguments for nature or cultural heritage conservation. 3. Fishing: Activities associated with gathering, producing, distributing, and consuming resources from aquatic environments useful to humans. 3. Exploration : Explorers route, camp site, explorer's journal, artefacts collected on an expedition, water source. 4. Accommodation: Fishermen Cabins (Shacks) 8. Leisure: Christmas camp site, fishing spot, picnic place, swimming hole 9. Birth and Death: Ashes of many individuals scattered in sacred ceremony 9. Persons: A monument to an individual

APPLICATION OF CRITERIA	
Historical significance SHR criteria (a) Image > Eric and Beverley Fryer, 1955 Wee Jasper. Image > Bob Kerr, Ken & Marie Grace at Murray Dewars Shack 1959	<p>These shacks demonstrate patterns of NSW's cultural history along with key phases in the history of the local area of Wee Jasper. They are a rare example of a distinctive way of life, associated with recreation and embracing of the Australian bush and fishing culture.</p> <div style="display: flex; justify-content: space-around; align-items: flex-start;">   </div> <p>They are a relic of the past showcasing how families used to holiday in the early twentieth century, when holiday homes were tin shacks, not glass and concrete luxury duplexes. They tell the story of post-war leisure, when times were tight but the simple pleasure of fishing was all you needed for a holiday. With their outdoor dunnies and corrugated iron walls, they are the places which you would take the long arduous journey for love, not luxury and they have</p>





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	<p>significance far beyond the families that owned them. Their construction represents a moment in Australian history reliant on processes of innovation, making do and community assistance. These cultural processes are critical to their ongoing maintenance and demonstrate how heritage is maintained and so preserved.</p> <p>Post WW2 returned veterans, pioneers & those alike, laid the imprint for this village first by sleeping rough and later camping with their families to enjoy the respite and the Goodradigbee River abundant with trout. These family traditions still endure, anchored by the shacks and the community that grew up around them. The structures were built from the mid 1940's onwards using the building materials available at the time and transported via the hard-to-travel terrain and dirt roads.</p>
<p>Historical association significance SHR criteria (b)</p> <p>Image > (Book Cover) <i>He heard the river calling: The Life & times of Stuart Hamilton</i> Hume, 1996</p>	<p>The Swinging Bridge shacks and their unique place in the history of the area form part of the story of a Wee Jasper heritage trail with heritage listed items from the Goodradigbee Bridge to the Police Barracks, the Primary School and School House.</p> <p>The local landscape with the Swinging Bridge shacks along the Goodradigbee are a reminder of times past. The nearby Hume and Hovell track which opened in 1988, faithfully traverses the route of the intrepid explorers which ran alongside this terrain.</p> <p>Over time writers, poets and artists have been inspired by the area surrounding the shacks, the geographical landscape and beauty, with some directly referencing the people and the area. Most significantly explorer Hamilton Hume's descendent, known as 'Tuey', Stuart Hamilton Hume often wrote of his cherished memories with the Wee Jasper fishermen community on the Goodradigbee River.</p> <div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div data-bbox="489 1249 868 1785" style="width: 45%;">  </div> <div data-bbox="898 1229 1345 1684" style="width: 50%;"> <p>“With the clear cold water tossing Till it's broken on the cobbles like a shattered window pane. The river oaks unending For the narrow banks contending. That cradle pools of water like sheets of cellophane. Old friends come out and meet me And their pack of dogs all greet me. There's old man Cary yonder, With Jim and Andy Sloan From old Wee Jasper Station With an open invitation And host of other memories that are better left alone”</p> </div> </div> <p style="text-align: right;">S.H. Hume. <i>Memories of Wee Jasper</i>, 1940-1955</p> <p>Tuey's poems were published in The Canberra Times, The Bulletin, Tight Lines & Macleay Argus with <u>The Tuckerbox</u> being the title for a collection of his early poetry. These personal poetic accounts were described by Douglas Stewart of The Bulletin as “the finest ever published”. Jennifer Hume Macdougall edited a book called <i>He Heard the River Calling: The Life and Times of Stuart Hamilton</i></p>

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<p>Image > (Book Cover) <i>Life in Wee Jasper</i> 1850-1970, Jennifer Barton, 2011</p>	<p><u>Hume(1996)</u> based on Tuey' Hume, of Garroorigang, Goulburn and his published writings, stories and poems 1940-1955 about the rivers of New South Wales.</p> <p>The editor notes <i>"His protesting bride never let him forget their honeymoon holding a hurricane lantern on a mosquito ridden river bank somewhere between Burrinjuck and Wee Jasper and the fishermen huts..."</i> and also states that Tuey himself <i>"continued to answer the call of the rivers to the end of his life....he died at his home in Garroorigang on 8 April 1985 at the age of 80, while planning a trip back to his 'old love with its wind worn melody' - the Goodradigbee.</i></p> <hr/> <p>More recently Author Jennifer Barton has written what appears to be the most comprehensive historical account of the Wee Jasper district in her 2011 book <u>You can't eat scenery - Life in Wee Jasper 1850-1970</u>. The author lists the pioneers of the area and the iconic shacks along with the names of the relevant family shack holders (p.303) and also mentions the 'WeeJasper Fishing Club' (p. 306).</p> <p>Long-standing Shack owners mentioned in the book: <i>Kerrs, Main, Marks, Jones, Davis's, Fryers, Dewars, Farthings, Wards, Kings, Williams and Turners.</i></p> <p>Jennifer Barton, in a separate letter of support for the preservation of the Swinging Bridge community, writes the following...</p> <div data-bbox="488 1214 919 1814">  </div> <p><i>"The shacks are indeed a ramshackle collection but they are an intrinsic part of the cultural history of the Wee Jasper area and should be preserved as such"</i> and</p> <p><i>"While writing the history of Wee Jasper I've spoken with many who have an interest in the shacks including Jesse Sheather who built one of the shacks cobbled together in the lean post WWII years. What came through very clearly was that after the turmoil & deprivation people wanted to experience a simple life in a beautiful & peaceful environment where they could share time with friends and family year after year. I ended up devoting a section of my book 'you can't eat scenery' to the story of the shacks because I felt they were integral to the history of the district"</i></p>
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<p>Image > (Watercolor painting) <i>Shack at Wee Jasper,</i> Rosie Kerr, <i>Northern Rivers,</i> 2016</p> <p>Image > (Portrait) Artist: Rosie Kerr, <i>Australia</i></p> <p>Image > (Left) Graham Chapman, 1972</p> <p>Image > (Right) Beth Robinson, 2022</p>	<p>Both professional and local artists have been inspired to capture the picturesque charm of Swinging Bridge Shacks</p> <div data-bbox="483 611 855 1048">  <p><small>Shack at Wee Jasper</small> We spent three days camping at Wee Jasper. Several corrugated iron shacks provide holiday accommodation.</p> </div> <div data-bbox="879 611 1082 887">  <p><i>"We spent three days camping at Wee Jasper. Several corrugated iron shacks provide holiday accommodation"</i> - Australian Artist Rosie Kerr</p> </div> <p>Watercolour is often used to portray the vibrant and translucent manner of nature, the shack painted with the same brush strokes, emphasising its oneness with its surrounding landscape.</p> <div data-bbox="491 1151 879 1458">  </div> <div data-bbox="895 1151 1307 1458">  </div> <p>Left : Artist, Graham Chapman often sat by the river for many days as he painted. He depicts the warmth and serenity that is often experienced by those who call the shacks home.</p> <p>Right : Artist, Beth Robinson, 87 years old, has spent many hours as an "artist in residence" in the shack her parents built. She captures the beauty of Wee Jasper in Autumn and inspires family memories of the changing seasons.</p>
<p>Aesthetic significance SHR criteria (c)</p>	<p>The Swinging Bridge Shacks stand as a rare example of how structures and communities are built and developed in the absence of amenities, regulated planning, and building codes. Through necessity, the shacks reflect individualised aesthetic and design choices to suit each location and the materials available of the time they were built. Each structure (although with some differences in visual appearance) align overall to form the cultural landscape of the Swinging Bridge Community within its natural environment. They remain in cohesive unity in sharing their one common origin and purpose.</p>

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<p>Image Left > <i>Shack 329, began construction in 1956</i></p> <p>Image Right > <i>Shack 329, completed, 1958</i> <i>Image 1963</i></p> <p>Image > <i>Shack 373</i> <i>Nottingham Rd,</i> <i>WJ. 2022</i></p>	<p>The shacks are not only a representation of early period craftsmanship, but offer a window into a human past that has for decades fascinated all who have come to visit the area. Ultimately providing information that will assist the understanding of the historic, aesthetic, and social values of shacks and their communities. The shack's use of kerosene lamps and fridges, water and power systems, can yield information about early twentieth century technology and the changes since.</p> <div data-bbox="497 694 906 958"> </div> <div data-bbox="922 694 1316 958"> </div> <p>The Swinging Bridge village is a cohesive unity in general form, appearance and purpose with every shack different in design and structure to suit the land the shack was built upon. These structures exemplify substantial physical, and mental efforts through tactful use of limited tools/equipment that have proven over time the quality of technical methods used by builders as shown in this 1963 structure sitting partially on solid steel stilts driven several meters into concrete & rock with no signs of shifting in 60 years.</p> <div data-bbox="1024 1052 1316 1272"> </div> <p>Each shack location was chosen for the purpose of keeping campers away from dangerous roads, sloping areas, deep gullies & wet areas, forcing the methods of each construction to be different & unconventional. As each structure was built on varying degrees of sloping soil or rock-filled terrain, each shack required unique building vernacular to retain stability throughout the ever-changing & challenging environment.</p> <p>Fortunately all shacks survived the devastating 2012 floods (which destroyed the swinging bridge) and so continue to be a destination point for visitors wanting to experience the unique atmosphere created by the aesthetics of their visual appeal in the natural environment and the story they tell.</p>
<p>Social significance SHR criteria (d)</p>	<p>Shack communities by their nature have socio-cultural significance in anthropological terms. Due to the breadth of associations across a broad regional area (OEH 2019). Such bonds and sense of identity are reflected within each shack community and the shack lifestyle generally; their values, a strong sense of place in the landscape, and community bond. The shacks are situated on the main road connecting Micalong Creek & Billy Grace Reserve. Due to this notable focal location, they have instinctively become a centralised element of social significance, Unavoidable by passersby.</p>

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	<p>Mate-ships & a community was formed between shack owners out of a need for shelter & trade of skills to adapt, such as taking turns for day trips into surrounding townships for building materials & food supplies to avoid excessive use of fuel & to limit dangers along the untamed country roads. Out of this, a deep bond was formed that has carried an inspired call to action in such times as the flood clean up efforts in march 2012, that is still very present today.</p> <p>The shacks were largely founded and continuously formed by WW2 returned servicemen, neighboring landowners/families and early district pioneers who formed the group of fishing shacks between 1946 to 1965; using diverse methods of village community trade skills in building & construction. In coping with post-traumatic stress, the group of family & friends found refuge in a natural alternative of a local rebuilding of both groups, civil support of surrounding towns and supplies from regional farms.</p> <p>The diverse cultural village has formed a fabric of recreational activities and lifestyle with visiting families to the village separate to local caravan reserves. Bush walking, hiking, bird watching, wildlife watching, trout fishing, kayaking, canoeing, camping. The natural spring water access of the Goodradigbee river is at a permanent height that promotes both river stream and water hole swimming. As well as support of restocking local fish and rare species as the rainbow, salmon trout and Murray River cod fish whilst the preservation of the Platypus within the village has been a priority as being nominated as a breeding ground to village shack occupiers by NSW Fisheries in 2008.</p> <p>The indigenous connections in local cave carvings being also preserved by village occupiers within a kilometre in distance also has family connections within the village and surrounding townships.</p> <p>At least 3 of the shack families have scattered ashes of lost loved ones within close proximity to the structures, marking these places with spiritual significance. An original shack owner chose to spend his last days in the shack and died there in the presence of his family. Whilst the family of another community member that embraced the Wee Jasper fishing culture, erected a monument alongside the river bank to remember their father and his love of fishing.</p>
<p>Technical/Research significance SHR criteria (e)</p>	<p>These holiday shacks were constructed after WW2 in large part by returning Australian Veterans. This being said, the shacks themselves hold information that contribute to an understanding of NSW's cultural history, ultimately acting as artifacts of the life and experiences of post-war veterans.</p>



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<p>Image > (left) Ken King WWII RAAF,</p> <p>Image > (right) William (Bill) Hide WWII der 101&103 Lancaster Division,</p> <p>Image > William (Bill) Hide WWII der 101&103 Lancaster Division.</p> <p>Image > Rick Main returning servicemen Vietnam War</p>	<p>Historic Shack leaseholder ‘Adrian King’ quotes:</p> <div><p><i>“ My father Ken King & uncle Bill Hide being two of these RAAF & RAF returned servicemen designed & built ‘The Kings’ family holiday shack, finding much needed solace in their joint efforts after each suffering years of PTSD. In later years my father Ken, eventually passed away in our beloved shack, forever memorialising it as a place of remembrance and prayer.</i></p></div> <div></div> <p>Historic shack leaseholder (family member) ‘Belinda Robinson’ states: “ As an army officer, (my uncle) Rick Main, Ex-serviceman and my family moved every few years and so the shack at Wee Jasper became a surrogate home to us all, but particularly to Dad.</p> <p><i>Even though (Rick) didn’t speak of it for thirty years, he suffered PTSD due to an incident in the war in Vietnam, and now I can see that he was constantly seeking peace and solace. The shack at Wee Jasper was the place that gave him comfort like no other.”</i></p> <div></div>
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Heritage Data Form

<p>Image > Maurise Dewar WWII return Navy Serviceman 1956</p>	 <p>Ray Dewar - Historic shack leaseholder (family member) states:</p> <p><i>Shack 329, was built by my father WWII return Navy serviceman Maurise Dewar between 1956 - 1958 and was officially established as the very first WJ district Ranger & Rangers Quarters for means of local council public service. Maurise was also a member of the local fisheries and played an important role in policing the waterways, setting a precedent for preservation & essential balance of the native river species & local ecosystem.</i></p>
<p>Rarity SHR criteria (f)</p>	<p>The eight remaining Wee Jasper fishermen shacks demonstrate distinctive aesthetic characteristics & creative achievement, becoming more scarce of its kind. Demonstrating a communal grouping of now rare vernacular building type located within dramatic landscape settings of cleared former pastoral areas separated by rolling hills, mountainscapes & backed by the natural bushland. Structural integrity that has been carefully crafted and maintained through generations and the changing environment. These distinctive shack landscapes have no direct comparison in terms of scale and setting in NSW</p> <p>The Era Land shacks are another example of a recreational lifestyle which is becoming uncommon within Australia and rare in NSW (OEH 2019).</p> <p>The shacks, as they stand, highlight a very rare collection of purpose built structures of their representative period of time. Acting as a distinctive and valuable element of NSW's culture and natural history with no direct comparison in representation. The shacks uniformly exhibit themselves as unique architectural artifacts with longstanding cultural purpose within a small community that intertwine with its defining natural landscape. Throughout the mid-20th century to today, the shacks continue to express themselves as a space for one's need for change and reform and those requiring balance with nature as did when they were first constructed.</p> <p>As a result of each shacks's exact location the structures and its defining community have acted in unison to the protection of special fauna and flora that has safely guarded the surrounding natural environment without disturbance and interference. Furthermore spreading awareness and information to visiting campers. Examples of the natural environment being protected: Platypus breeding grounds, native seasonal fauna, local archaeology of many fossils within the 10 km wide limestone rock belt within the local village. The structures have allowed a deep-rooted intertwinement/connection with the surrounding nature, simultaneously defining a unique community that aims to protect the natural landscape.</p>

Heritage Data Form

<p>Representativeness SHR criteria (g)</p>	<p>The Swinging Bridge shacks are a unique example of a type of recreation lifestyle which has become rare in Australia, they are relics of the past showing how people used to holiday and found pure tranquility in a close connection with the land, to be close to nature or for inner balance. These remaining shacks are architectural artifacts highlighting a rare collection of purpose built structures with a distinctive cultural history that has survived across time.</p> <p>Throughout the mid-20th century till today, the shacks define themselves as a space for respite and connection with nature. It is posited that this distinctive shack community defined by its origins and natural landscapes has no direct comparison in terms of scale and setting in NSW.</p> <p>There are however other examples of shacks and shack communities in NSW that have been recognised and preserved for their heritage value:</p> <ul style="list-style-type: none"> • MacIntyre's Hut, was built in the 1960's is close by on the Goodradigbee River inside Brindabella National Park. Because of the aesthetic of the hut and its history, it was rebuilt after burning down in 1999 through vandalism. <i>Cite. Macintyre's Hut, 2020, KHA. Web <https://khuts.org/index.php/huts/brindabella/macintyre-hut></i> • Eleven huts in the Kosciuszko National Park which burned down in Black Summer bushfires have been slated to be rebuilt due to their historic significance. <i>Cite. Historic Kosciuszko huts to be rebuilt after black summer bushfires, 2021. K. Proust. ABCNEWS. Web <https://www.abc.net.au/news/2021-10-22/historic-huts-in-kiosciuszko-national-park-will-be-rebuilt/100556890></i> • The Royal National Park Coastal Cabin Community, Has many similarities in terms of the era, its origins and history as lease holders. It has been protected through achieving heritage listing. <i>Cite. Royal National park Coastal Cabin communities, 2023, Wikipedia. Web. <https://en.wikipedia.org/wiki/Royal_National_Park_Coastal_Cabin_Communities></i> • Sydney Harbour Huts <i>Cite. Sydney's hidden huts that are one of the harbours hidden treasures, 2020, P. Cockburn. Web. <https://www.abc.net.au/news/2020-02-27/sydney-harbours-secret-abandoned-huts-at-risk/11994048></i> • Narooma Boatsheds "it's the largest group of boat sheds on the south coast - a colourful reminder of Narooma's connection to boating and fishing, both past and present." Structural representation of a fishing culture is a dominant element of the Wee Jasper shacks. <i>Cite. Narooma's boatsheds make history, 2014, J. Hunt, ABC Local. Web. <https://www.abc.net.au/local/stories/2014/12/10/4146081.htm></i> • Kurnell Shacks "They reflect a time and place ... [that was] free, easy, slightly disreputable, a bit of a fringe-dwelling culture outside the boundaries of conventional society," <i>Cite. Future shack: fringe dwellers' slice of heave in now secure, 2012, N. Hasham, Sydney morning Herald. Web. <https://www.smh.com.au/national/nsw/future-shack-fringe-dwellers-slice-of-heaven-is-now-secure-20120504-1y45v.html></i> • Bulgo fishing shack community "One look at the shacks is enough to realise how old this village is. Most of these shacks date back to the 1930s,
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Heritage Data Form

	<p>the time of the Depression when the striking coal miners from the nearby pits in Helensburgh moved to the beach where they could live on fish, rabbits and home-grown vegetables."Cite. Bulgo Beach - a unique fishing shack village in sydney, 2022, Margarita, The Wildlife Diaries, Web, <https://www.thewildlifediaries.com/bulgo-beach-a-unique-fishing-shack-village-in-royal-national-park/></p> <p>Other examples of such buildings within South Sydney and the Illawarra are no longer existing and most examples in NSW have also been removed. The Wee Jasper shacks and their communities continue to be significant as their use and associations have endured over 70 years.</p>
Integrity	<p>The shacks and the community have stood the test of time, displaying a cohesion and wholeness of presentation. As shacks require constant maintenance, this ongoing process embodies an enduring identity lending integrity to the shack community. The shacks have become not only repositories for memories, but also a bridge between the past and present.</p> <p>Cabin owners constructed and adjusted with the intention of longevity for future generations. Shack lease holder (family member) 'Belinda Robinson' quotes:</p> <p><i>"rather than passing the shack onto one of his own son's (our uncles) as he knew our dad had the skills required to keep it going ... He lovingly took care of the shack so it would be there for his children and grandchildren. Material wasn't wasted, it was always recycled. Original features were maintained. Little pieces of rotted wood were cut out and replaced rather than replacing a whole beam. The original metal push out windows are still there, not sacrificed for glass windows for the view. It was a project of restoration and maintenance, using everything he could find locally, as getting material to the shack was hard work."</i></p> <p>Through these methods of construction used at the time by either the make-do or skilled tradesman, were so well executed, that no shack standing today has ever faulted from its build position.</p> <p>In fact, even when the 2012 floods submerged three of eight shacks carrying large tree debris that destroyed steel fencing, it had no effect on the shacks' structural integrity. This alone reveals the lengths taken at the time to forge a lasting framework that has sustained through time spanning up to five generations. Every piece of material used, be it tin, brick, wood, stone, or concrete, has a purpose & behind it, a human story.</p> <div></div>

Heritage Data Form

HERITAGE LISTINGS	
Heritage listing/s	Wee Jasper Bridge over Goodradigbee River
	Address: Main Road, Wee Jasper. Listing No: 01485
	Heritage Name: Wee Jasper School Listing No: I132
	Heritage Name: Wee Jasper police cottage (former) Listing No: I132

INFORMATION SOURCES				
Type	Author/Client	Title	Year	Repository
Book	Jennifer Barton	"You can't eat scenery (Life in Wee Jasper 1850-1970)"	2011	
Book	Based on Stuart Hamilton Hume's Writings Published in The Bulletin, Tight Lines, and The Macleay Argus, 1940-1955 Compiled And Edited by: Macdougall, Jennifer Hume	He Heard the River Calling.: The Life and Times of Stuart Hamilton Hume.	1996	
Letter of support	Jennifer Barton		2023	
News Article	YASS VALLEY TIMES	"PLEA TO SAVE WEE JASPER "CASTLES"	2023	https://www.yassvalleytimes.com.au/general-news/plea-to-save-wee-jasper-castles/
News Article	TUMUT AND ADELONG TIMES	"FIGHT TO SAVE WEE JASPER SHACKS"	2023	https://www.facebook.com/photo/?fbid=113826648402864&set=a.111612048624324
Book	Paul Callaghan	The Dreaming Path : Indigenous Thinking to Change Your Life	2022	Pantera Press
Thesis	Georgia Holloway	Maintaining Heritage: understanding the importance of shack maintenance practices within the Royal National Park coastal cabin communities	2019	University of Wollongong Thesis Collections
Website	Heritage of Mountain Huts	MacIntyres Hut		https://khuts.org/index.php/huts/brindabella/macintyre-hut

Heritage Data Form

RECOMMENDATIONS	
Recommendations	

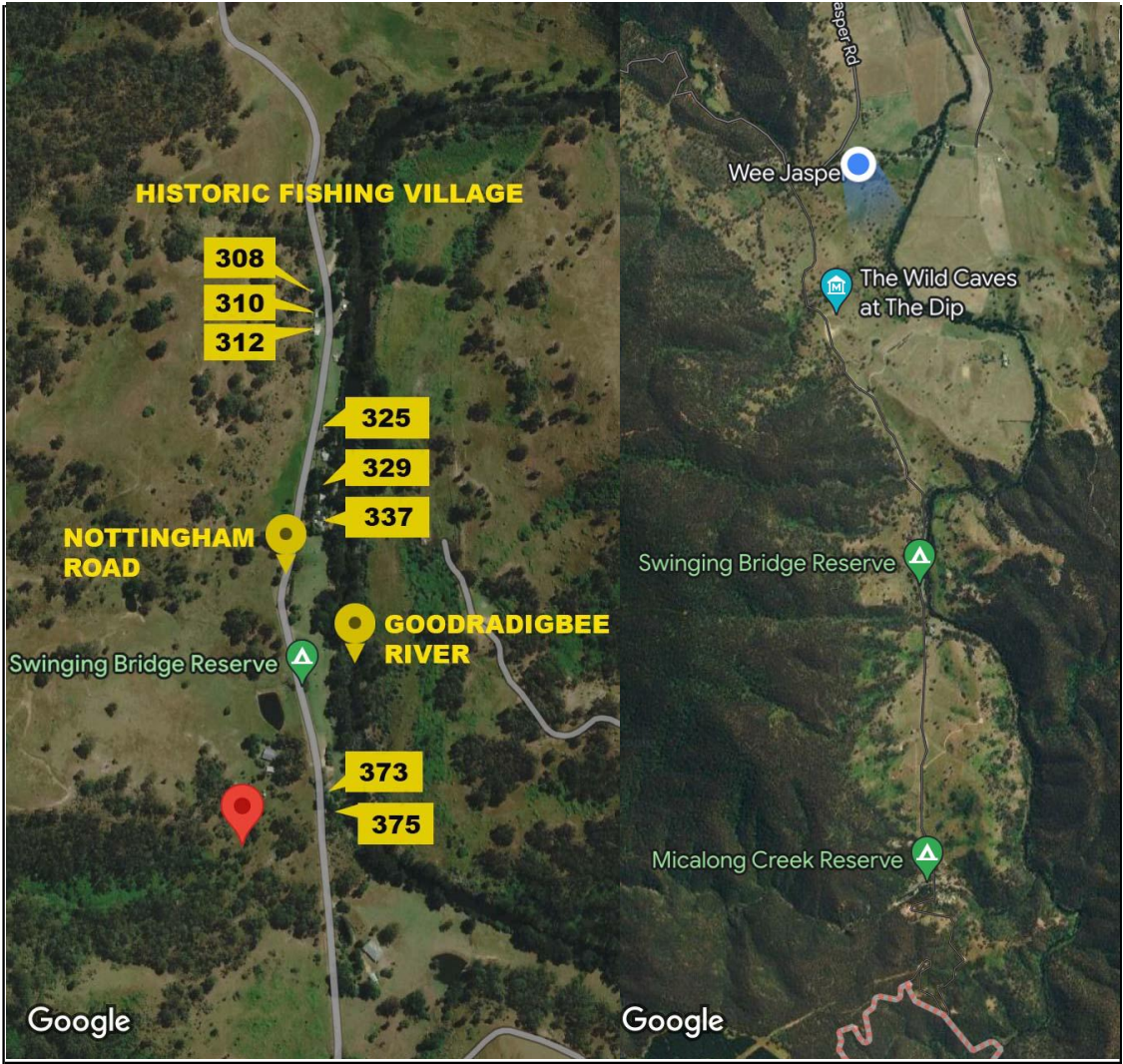
SOURCE OF THIS INFORMATION			
Name of study or report		Year of study or report	
Item number in study or report			
Author of study or report			
Inspected by			
NSW Heritage Manual guidelines used?		Yes <input type="checkbox"/>	No <input type="checkbox"/>
This form completed by		Date	

Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption	Swinging Bridge Reserve Map				
Image year	2023	Image by		Image copyright holder	Google Maps



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption	308 NOTTINGHAM ROAD, WEE JASPER External Facade				
Image year	2023	Image by	C.A ESPINOLA	Image copyright holder	



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption	310 NOTTINGHAM ROAD, WEE JASPER External Facade				
Image year	2023	Image by	C.A ESPINOLA	Image copyright holder	

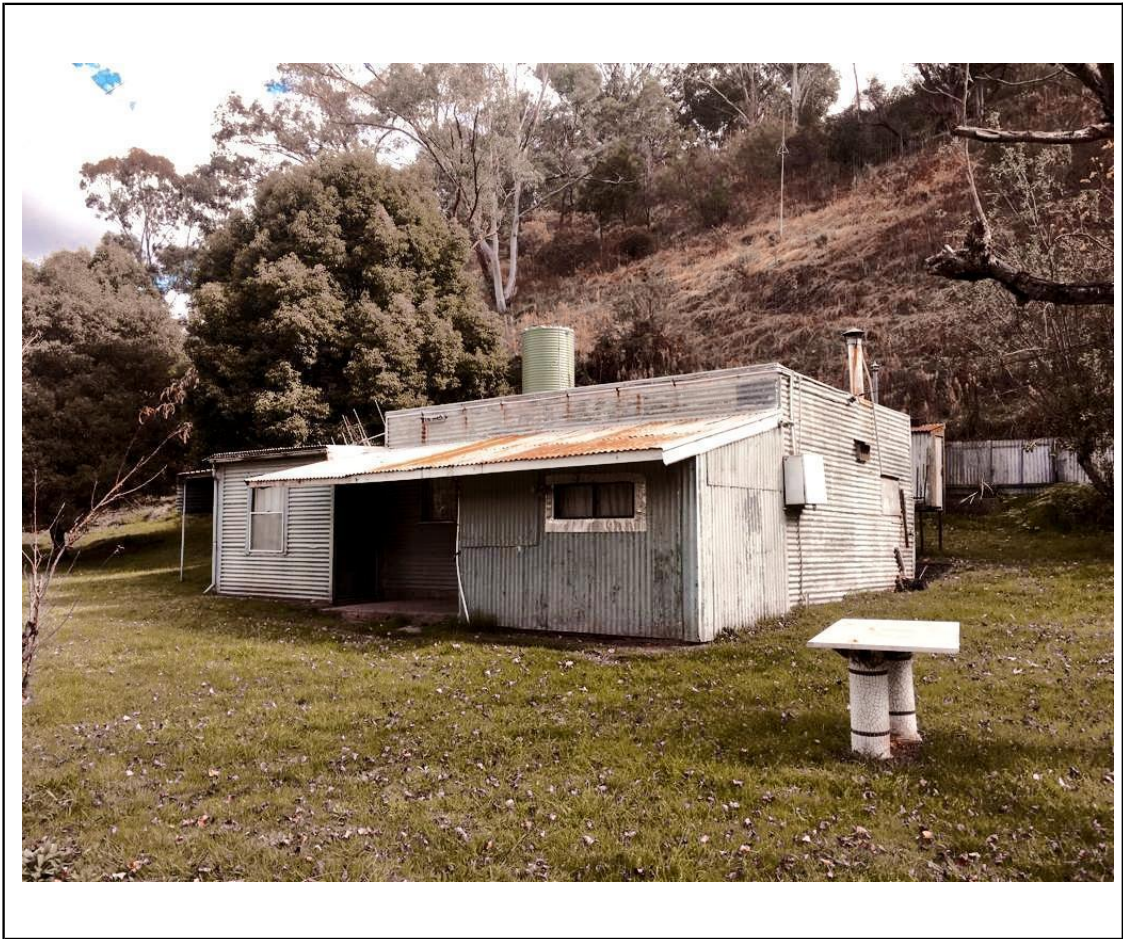


Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption	312 NOTTINGHAM ROAD, WEE JASPER External Facade				
Image year	2023	Image by	C.A ESPINOLA	Image copyright holder	



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption	325 NOTTINGHAM ROAD, WEE JASPER External Facade				
Image year	2023	Image by	C.A ESPINOLA	Image copyright holder	



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption	329 NOTTINGHAM ROAD, WEE JASPER External Facade				
Image year	2023	Image by	C.A ESPINOLA	Image copyright holder	



Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption	337 NOTTINGHAM ROAD, WEE JASPER External Facade				
Image year	2023	Image by	C.A ESPINOLA	Image copyright holder	

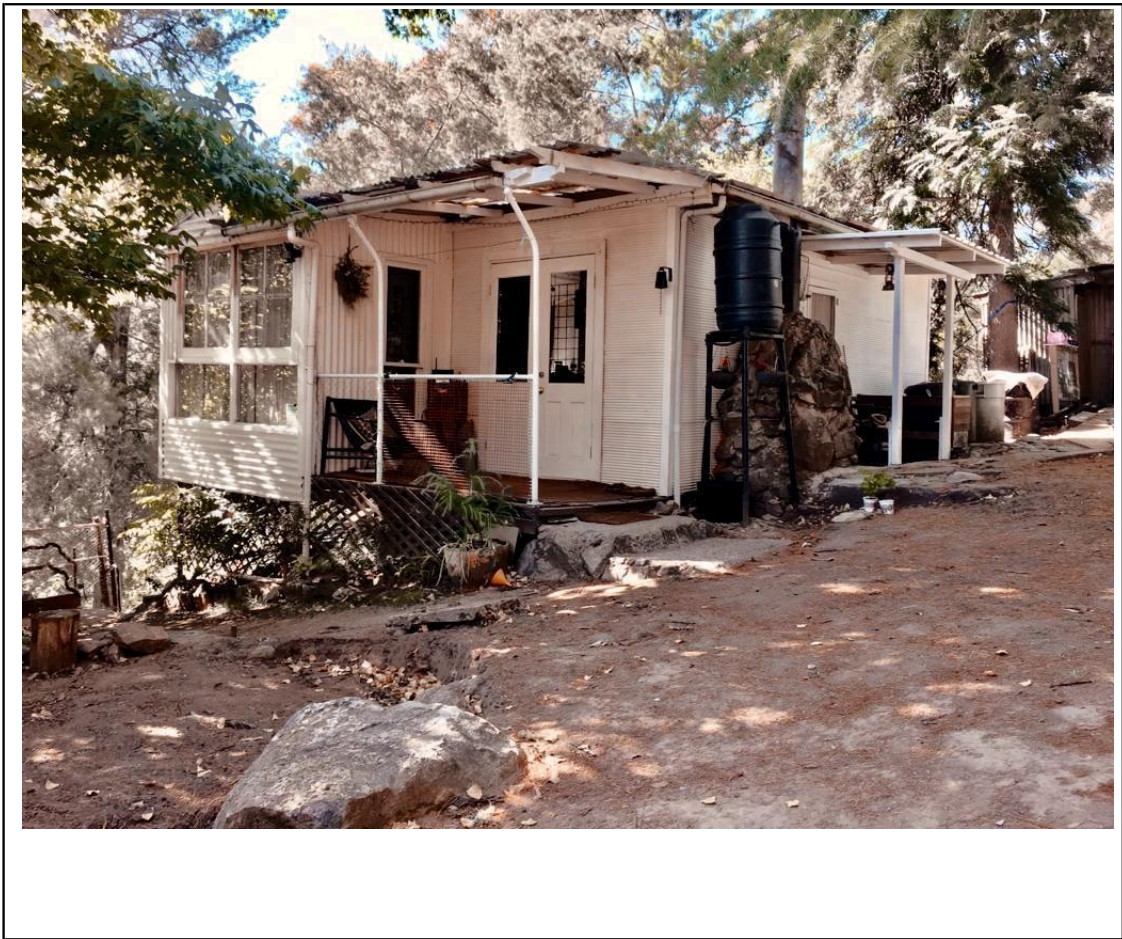


Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption	373 NOTTINGHAM ROAD, WEE JASPER External Facade				
Image year	2023	Image by	C.A ESPINOLA	Image copyright holder	

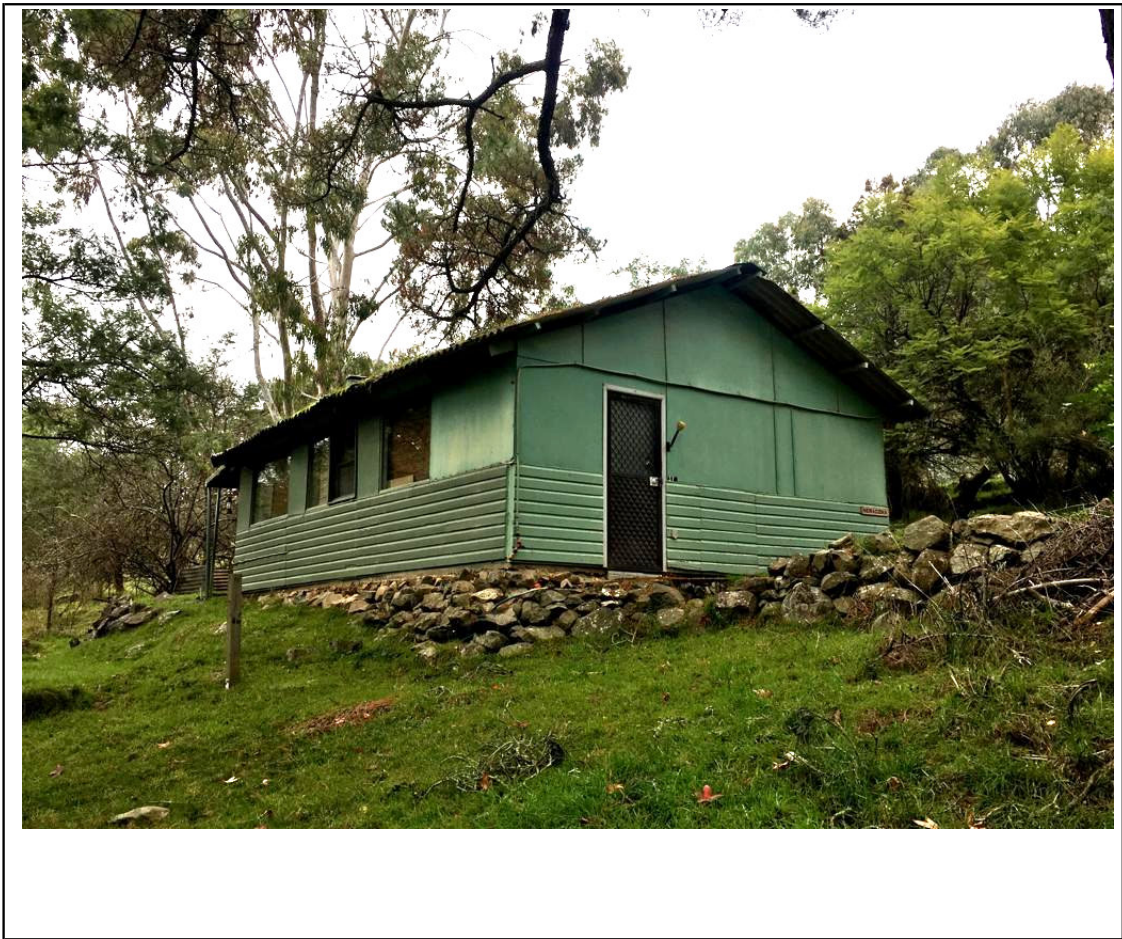


Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption	375 NOTTINGHAM ROAD, WEE JASPER External Facade				
Image year	2023	Image by	C.A ESPINOLA	Image copyright holder	



Key :

Association to previous generation

Direct Association

Partner/Spouse

Descendents and associates of the Wee Jasper Fishing Shacks

This following table states the direct descendants and associates of the Wee Jasper Shacks at the Swinging Bridge reserve, expressing the generational community and deep family connections to the structures. The total number does not include partners, spouses, friends and visitors that made temporary homes as well as families who lost their shacks that have been welcomed within the remaining dwellings. Note: the Lot/structure sizes are approximate measurements.

Shack no.	Lot/ structure Size (Sqm)	1st Gen	2nd Gen	3rd /4th/5th Gen	Total no. Descendants
308	Lot: 416 Structure: 28	Robert Douglas Main & Lillian Grace	Child/ren of Robert Douglas Main & Lillian Grace: Beth Main & Keith Robinson John Main & Valerie Thompson Helen Main & Grahame Chapman Richard Main & Chris	Combined no. of Grandchild/ren: 11 Combined no. of Great-Grandchild/ren: 8	25
310	Lot: 300 Structure: 31	Ross Adamson & Lenore Adamson Marvin & Pamela Jones	Child/ren of Ross & Lenore Adamson: Mark Andamson & Jenny Adamson Carol Writer & Larry Writer Child/ren of Marvin & Pamela Adamson: Barry Doneley & Jackie Doneley Penny Marks & Lynn Marks	Combined no. of Grandchild/ren: 9 Combined no. of Great-Grandchild/ren: 5	21
312	Lot: 396 Structure: 70	Jesse Sheather & Trixie (Turner) Sheather Queenie (Turner) & Arthur Fryer	Child/ren of Queenie (Turner) & Arthur Fryer: Eric Fryer & Beverley Fryer Colin Fryer & partner Yvonne Turner & partner	Combined no. of Grandchild/ren: 7 Combined no. of Great-Grandchild/ren: 11 Combined no. of Great Grandchild/ren: 6	31

Last updated: August 2023

6.6 Interim Heritage Order - Wee Jasper Fishermen's Shacks, Swinging Bridge
Attachment C Local Heritage Significance Assessment

Key :

Association to previous generation

Direct Association

Partner/Spouse

325	Lot: 419 Structure: 86	Robert Kerr & Mabel Kerr	Child/ren of Robert & Mabel Kerr: Janet Kerr & partner Dianne Orlandi & partner	Combined no. of Grandchild/ren: 6 Combined no. of Great-Grandchild/ren: 8	18
329	Lot: 342 Structure: 30	Maurise Dewar & Dorothy Dewar	Child/ren of Maurise & Dorothy Dewar: Ray Dewar & Partner	Combined no. of Grandchild/ren: 1	4
337	Lot: 580 Structure: 47	Ken King & Sheila King Builders: (Sibling of Ken) Purse King Wally King (Sibling of Sheila) Bill Hyde	Child/ren of Ken & Sheila King: Terrance King Michael King Adrian King & Partner	Combined no. of Grandchild/ren: 1	9
373	Lot: 210 Structure: 39	Garry Williams & Glenda Williams	Child/ren of Garry & Glenda Williams: Jacquie Stavrianos & Chris Stavrianos Kristy Williams & Scott Tester Trent Williams	Combined no. of Grandchild/ren: 4	9
375	Lot: 220 Structure: 41	Colin Turner & De Turner	Child/ren of Colin Turner & De Turner: Lisa Tierney & partner David Turner & partner Sandi Hutchinson & partner	Combined no. of Grandchild/ren: 9	14

Total no. of descendants: 131

Last updated: August 2023

6.9 Revotes and Carry Forwards from 2022/23 to 2023/24FY
Attachment A Revotes

Capital Projects - Revotes							
Project description	Project code	Total Budget	30 June 23 YTD Actual	Revote 22-23	Unexpended Grants \$	From Other Reserves	From General Reserve
Local Roads							
Resealing (Capital)	5020071	857,227		857,227	857,227		
FLR Grant Rd 2 Resealing program	5020072	1,509,693		1,509,693	1,346,443	163,250	
Unscheduled renewal work	5020094	120,000		120,000			120,000
Resheeting - Corregans Road, Seg 1-2	5020088	124,937		124,937	64,000	60,937	
Regional Roads							
Recreational Assets							
Murrumbateman sand arena stabilisation	4920001	50,000		50,000		50,000	
Murrumbateman Rec grounds Dog park	4920002	20,000		20,000		20,000	
Murrumbateman Rec Ground Amenities	4920006	337,268		337,268		337,268	
O'Connor Park Boat Ramp re-construction	4920024	50,000		50,000	50,000		
Village Ovals Bore water investigations	5019010	37,828		37,828		37,828	
Murrumbateman Equestrian Ground/Oval Upgrade	5019011	24,099		24,099		24,099	
Murrumbateman Rec Grounds Club House	5019014	60,000		60,000		60,000	
Plant & Equipment							
Caravan Park							
Concrete Steps & damaged path replacement	5012004	15,000		15,000		15,000	
Water Supply Network							
Developer Servicing Plan	5027025	30,000		30,000		30,000	
Morton Low Level Reservoir Repair	5027033	1,000,000		1,000,000		1,000,000	
Sewer Network							
Integrated Water Cycle Management Plan - Sewer (capital)	5022021	85,361		85,361		85,361	
Facility & Waste							
Old sale yard remediation	5014024	250,000		250,000		250,000	
Cemeteries strategic plan	5014030	20,000		20,000		20,000	
Waste Management							
Yass Transfer station recycleable storage cover	5014031	60,000		60,000		60,000	
Landfill Closure Plans	5026013	25,000		25,000		25,000	
Total		4,676,413	0	4,676,413	2,317,670	2,238,743	120,000
Operating Projects - Revotes							
Project description	Project code	Total Budget	30 June 23 YTD Actual	Revote 22-23	Unexpended Grants \$	From Other Reserves	From General Reserve
Media & Communications							
Media Billboard Hire/Campaign YV Tourism		13,942		13,942			13,942
Adobe Entertainment - Country House hunters feature - Livability ED)		2,200		2,200			2,200
Governance/risk							
Workers compensation insurance premium		31,000		31,000			31,000
Strategic Planning							
Yass Valley Open Space Strategy	2012023	27,500		27,500			27,500
Development Services							
Crago Mill Precinct Independent assessment	2012024	10,000		10,000			10,000
Total		84,642		84,642			84,642

6.9 Revotes and Carry Forwards from 2022/23 to 2023/24FY
Attachment B Carry Forwards

Capital Projects - Carry Forwards							
Project description	Project code	Total Budget	30 June 23 YTD Actual	Carry Forward 22/23	Unexpended Grants \$	From Other Reserves	From General Reserve
Local Roads							
Back Creek Bridge	5010015	195,000	83,339	111,661	111,661		
Jeir Creek Bridge - Nanima Road	5010016	150,670	131,147	19,523	19,523		
Murrumbateman Creek Bridge - Greenwood Road	5010014	150,000	100,135	49,865	49,865		
Yass River Bridge - Greenwood Road	5010013	150,000	62,665	87,335	87,335		
Back Creek Road, Gundaroo	5020080	3,437,797	1,787,277	1,650,520	1,650,520		
Resheeting - Tallagandra Lane, Seg 5-8	5020090	220,937	118,535	102,402	41,465	60,937	
Resheeting - Yass River Road, Seg 12-15	5020091	205,937	186,103	19,834	-41,103	60,937	
Resheeting - Dairy Creek Road, Seg 1-2	5020089	143,937	64,815	79,122	18,185	60,937	
Resheeting - Gum's Lane, Seg 8-11	5020092	185,937	120,022	65,915	4,978	60,937	
Resheeting - Longrail Gully Road, Seg 3-8	5020093	233,940	93,804	140,136	79,196	60,940	
Regional Roads							
Annual Resealing - Regional Roads Network	5021006	503,052	67,835	435,217	435,217		
Recreational Assets							
Murrumbateman Rec Ground Amenities	4920006	862,732	41,900	820,832	483,564	337,268	
Adventure Playground - Riverbank Park	4920010	1,927,899	1,891,568	36,331	36,331		
Caravan Park							
Amenities Upgrade	5012003	280,484	7,382	273,102	42,618	230,484	
Water Supply Network							
Integrated Water Cycle Management Plan	5027013	119,181		119,181	81,512	37,669	
Water Quality Improvements Yass	5027027	1,812,817	1,226,603	586,214		586,214	
Water Reservoir Upgrade program	5027028	350,000	212,780	137,220		137,220	
Sewer Network							
Laidlaw street SPS - decommissioning	5022029	300,000	160,402	139,598		139,598	
Developer Servicing Plan	5027021	30,000		30,000		30,000	
Facility & Waste							
Community centre repairs	5014028	50,000	4,159	45,841		45,841	
Stadium site remediation	5014006	20,000	599	19,401		19,401	
Goodradigbee Centre Subdivision	6310003	31,019	8,616	22,403		22,403	
116 Laidlaw St Sale Preparation	6310004	25,000	10,065	14,935		14,935	
Memorial Hall Roof Restoration	5014029	714,554	631,497	83,057	83,057		
Waste Management							
Closure Murrumbateman Landfill	5026014	199,832	20,548	179,285		179,285	
Murrumbateman Stage 2 Landfill Rehabilitation	5025126	246,535	124,203	122,332		122,332	
Property Management							
Solar panel installation	6310005	68,483	53,892	14,591		14,591	
Total		12,615,743	7,209,890	5,405,853	3,183,924	2,221,929	

Operating Projects - Carry Forwards							
Project description	Project code	Total Budget	30 June 23 YTD Actual	Carry Forward 22/23	Unexpended Grants \$	From Other Reserves	From General Reserve
Property Management							
Goodradigbee Centre subdivision	6310003	31,019	8,616	22,403			22,403
Yass Memorial Hall	6310006	26,990	2,946	24,044			24,044
Service, Information, Technology							
Modernise IT Systems	1201011	67,855	17,510	50,345			50,345
Planning & Administration							
Village Masterplans	2012019	3,120		3,120			3,120
Strategic Planning							
Yass Mainstreet Street Space Plan	2012022	45,475	34,752	10,723	7,603		3,120
Organisational Development							
Training and Salary Review	GL 2042042	106,929	98,629	8,300			8,300
Total		281,388	162,453	118,935	7,603		111,332

13th September 2023

Berinba Public School School Spectacular Choir
C/- Berinba Public School
Church St
Yass NSW 2582

Dear Ms Safranek,

I am writing to you today to request assistance with the Berinba School Spectacular Choirs upcoming trip to the Schools Spectacular in Sydney this coming November. Whilst I am aware that we have missed closing date for the community grants I was hoping you may still take us into consideration to assist our children make this amazing experience.

School Spectacular is a variety show that demonstrates the creativity of our public schooling system in NSW. It allows over 5000 public school students from K-12 to experience Sydney and being part of an incredible display of our Arts program.

Our children have been practicing and preparing for this experience since the beginning of the year and were successful in our audition which means we are able to send twelve students and two teachers to this wonderful event that is televised just before Christmas.

We are looking at a cost of \$8000 for this 6-day excursion. It is a once in a lifetime experience and we wish to support our students to be a part of this, without financial hardship. Our staff and students have worked hard fundraising however costs are still high.

We are seeking any assistance towards our costs of accommodation and travel that Yass Valley Council may be generous enough to provide. Sadly, our costs have risen significantly this year. Councils help would take some of the pressure off our parents.

I thank you for your time and consideration and thank you in advance for any support you may be able to offer.

Kind Regards

Grace Armour
Choir Co-Ordinator
Berinba Public School





Audit Risk & Improvement Committee Minutes

7 June 2023



CANBERRA REGION
JOINT ORGANISATION

ARIC Meeting Minutes

Wednesday, 7 June 2023

10am-3pm

Goulburn Mulwaree Council Chambers

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CANBERRA REGION
JOINT ORGANISATION

ARIC Meeting Minutes

Wednesday, 7 June 2023

10am-3pm

Goulburn Mulwaree Council Chambers

VOTING ATTENDEES	
Independent Member (Chair)	Stephen Coates
Independent Member	Diana Hamono
Independent Member	Rachel Harris
Independent Member	Bryce McNair
NON-VOTING ATTENDEES	
Goulburn Mulwaree Council	Aaron Johansson, Chief Executive Officer
Goulburn Mulwaree Council	Ben Todkill, Business Manager Finance & Customer Service
Goulburn Mulwaree Council	Steve Ruddell, Deputy Mayor
Upper Lachlan Shire Council	Alex Waldron, Chief Executive Officer
Upper Lachlan Shire Council	Andrew Croke, Director Finance & Admin
Upper Lachlan Shire Council	Jonathan Blake, Chief Financial Officer
Upper Lachlan Shire Council	Paul Cullhane, Councillor
Yass Valley Council	Chris Berry, Chief Executive Officer
Yass Valley Council	Lynette Safranek, Director Corporate & Community
Yass Valley Council	Adrian Cameron, Councillor
CRJO	Warwick Bennett, Chief Executive Officer
GUESTS	
Audit Office NSW	Lisa Berwick, Director Financial Audit
Audit Office NSW	Reiky Jiang, Financial Audit
CRJO	Paul Fitzsimons, Manager Internal Audit
Ernst & Young	Irene Tzavaras, Partner
Ernst & Young	Trisha Dalmia,
Ernst & Young	Andrew Webber, Director



CANBERRA REGION
JOINT ORGANISATION

ARIC Meeting Minutes

Wednesday, 7 June 2023

10am-3pm

Goulburn Mulwaree Council Chambers

1. Opening Meeting

The Chairperson, Stephen Coates opened the meeting at 10.05am.

2. Welcome & Acknowledgement of Country

The Chairperson, Stephen Coates welcomed members and guests and made an acknowledgment of country.

Agreed to accept matters by consensus.

3. Apologies

The Chairperson, Stephen Coates called for any apologies. ARIC resolved to accept any apology and grant leave of absence.

- Brendan Hollands, Director Corporate Services, Goulburn Mulwaree Council

4. Disclosure of Interest

With reference to Chapter 14 Local Government Act 1993, and CRJO's Code of Conduct, Councillors are required to declare any conflicts of interest in the matters under consideration by CRJO at this meeting.

- Nil

5. Confirmation of Minutes

5.1. Confirmation of Previous Minutes

23/06 – 01

That the ARIC note the Joint ARIC Draft Minutes 20 March 2023.



6. Actions Arising

No.	Description	Responsible Person	Target Date	Completion Date
1.	Distribute link to ARIC meeting guidelines.	Hayley Chapman	30 June 2023	
2.	Distribute separate reports for confidentiality.	Hayley Chapman	All future Meetings	
3.	1 general agenda and 5 separate agenda		September 2023	
4.	Individual internal audit plan per each Council and refer to the ARIC	Paul Fitzsimons		
5.	Presentation to the Committee on Shared ARIC confidentiality arrangements	Nadine Clarke	TBA	
6.	Audit Office requests to keep Engagement Letters as confidential to the specific Council	Hayley Chapman	All future Meetings	
7.	Circulate ARIC terms of reference	Paul Fitzsimons	September 2023	
8.	Circulate CRJO ARIC Charter	Paul Fitzsimons	September 2023	
9.	JO Board elect member to attend ARIC	Warwick Bennett		
10.	List of out of session items	Hayley Chapman		
11.	Arrange meeting invites	Nadine Clarke	September 2023	August 2023
12.	Table the list of the actions arising from previous meeting	Hayley Chapman	September 2023	August 2023
	Copy of fin state and audit letter for CRJO 2022 and management letter for 2022. 2023 engagement letter to be sent through			
13.	Paul Culliane CR ULSC – make sure contact details are in the invite	Nadine Clarke	September 2023	August 2023
	Track outstanding audit recommendations (external and internal) and any significant review.			
	Ensure Kathy Goulburn Audit Team is included on the invites	Nadine Clarke	September 2023	September 2023

7. Chief Executive Officer Updates

23/06 – 02



CANBERRA REGION
JOINT ORGANISATION

ARIC Meeting Minutes

Wednesday, 7 June 2023

10am-3pm

Goulburn Mulwaree Council Chambers

The ARIC note the briefings provided by:

- Mr Warwick Bennett, Chief Executive Officer, Canberra Region Joint Organisation,
- Mr Aaron Johansson, Chief Executive Officer, Goulburn Mulwaree Council,
- Ms Alex Waldron, Chief Executive Officer, Upper Lachlan Shire Council, and;
- Mr Chris Berry, Chief Executive Officer, Yass Valley Council.

Meeting Paused 11.11am

Meeting Resumed 11.25am

8. External Audit

8.1. Update NSW Audit Office

Lisa Berwick, NSW Audit Office provided a verbal update on the NSW Audit Office process and delays for the 2021/2022 FY audit.

8.2. Current Engagement Plan for AONSW

23/06 – 03

That the ARIC note the Current Engagement Plan for AONSW.

8.3. Report on the 21-22 FS Audits

23/06 – 04

The ARIC note the Report on the 21-22 FS Audits.

Meeting paused 12.25pm

Meeting resumed 1pm



ARIC Meeting Minutes

Wednesday, 7 June 2023

10am-3pm

Goulburn Mulwaree Council Chambers

9. Financial update

9.1. Canberra Region Joint Organisation

Matters covered under section 8

Quarterly budget update to next ARIC

And report that went to Council and the outcomes/commentary

Long term financial statements

Online meeting to discuss financial statements – confirm meeting detail with Chair

23/06 – 05

The ARIC note the Financial Update from Mr Warwick Bennett, Chief Executive Officer.

Engagement plan has not been provided.

Mr Warwick Bennett to forward engagement plan, audited accounts and statements and management plan.

9.2. Goulburn Mulwaree Council

RESOLUTION 23/06 – 06

The ARIC note the Financial Update from Mr Ben Todkill, Business Manager Finance & Customer Service.

Audited financials sent to the committee.

Management letter confirmed nothing outstanding. Mr Aaron Johansson follow up point 1.

Grants register is on track to be completed by 30 June.

Table of Council policies

How to manage Council staffing issues.

Annual engagement plan report by 30 June. Will meet schedule within the audit plan. Confirm dates.



CANBERRA REGION
JOINT ORGANISATION

ARIC Meeting Minutes

Wednesday, 7 June 2023

10am-3pm

Goulburn Mulwaree Council Chambers

9.3. Upper Lachlan Shire Council

RESOLUTION 23/06 – 07

The ARIC note the Financial Update from Mr Andrew Croke, Director Finance & Administration.
Lisa Berwick

- Accounting for the NSW RFS

Corporate credit card policy updated and enforced

Management Letter no comments

Engagement Letter with EY – this is in draft for Audit Fee discussion. Interim audit has commenced this week. No major changes have been made to the timetable. Build into the schedule for the report to Council to go through the ARIC.

Action – send final engagement letter.

Scott Fullerton contractor to external valuation late June and finalised by July.

Action – June 2022 Audited Financial Statements with Attachments to be distributed.

9.4. Yass Valley Council

23/06 – 08

The ARIC note the Financial Update from Ms Lynette Safraneck, Director Corporate & Community.

Management Letter –

- RFS Assets
- Developer bonds almost completed
- Monthly reconciliations were done manually, investigating to rectify
- Journals need to be done manually, working with system provider
- Monthly reconciliations to sign off
- Crown land
- Classification capital works, month is not achievable. To do on a quarterly basis
- Review tip administration

Copy of finalised management letter to be distributed. Engagement letter to be distributed.

Resolved timeframe to commence in next two weeks.

- Contractor for the CFO and Accountant will assist to meet deadlines.

Quarterly budget review statement noted.

Paused for lunch 12.23



CANBERRA REGION
JOINT ORGANISATION

ARIC Meeting Minutes

Wednesday, 7 June 2023

10am-3pm

Goulburn Mulwaree Council Chambers

10. Commonwealth Financial Statement

23/06 – 09

The ARIC note the Commonwealth Financial Statement Template Signoff.

11. Dates for Future Meetings

The below dates are proposed for future ARIC Meetings:

- Talk to Mr Paul Fitzsimmons / Internal Audit
- 9 August 2023 (normal) (9.30 – 3)
- 20 September 2023
- 12 December 2023
- 20 March 2024

Internal Audit update – project management audit underway and next is procurement. Currently occupied with the Snowy Monaro Council

Share internal audit schedule with the ARIC?

Understand current reports and current assessments that have already been reviewed so the ARIC understand where to focus

12. Confidential Matters

The ARIC must resolve to move into Closed Session to deal with any items under s10 Local Government Act 1993.

13. Close

The Chairperson, Stephen Coates closed the meeting at 2pm.



Minutes of the Economic Development Advisory Committee

Tuesday 29 August 2023

4.30pm

Council Chambers

209 Comur Street, Yass

Minutes of the Economic Development Advisory Committee held on 29 August 2023

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5. **Staff Reports** 2

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 5.2 Sustainability Advisory Committee.....3

6. **Next Meeting** 3

Minutes of the Economic Development Advisory Committee held on 29 August 2023

Present

Cr J Jones (Chair), Cr M Reid, Y Coe, K Denny, A Hennell, J Runko, R Tanton, M Pearce, J Walker, A Mead

Also Present

Cr A Cameron, L Safranek – Director Corporate & Community, G Patmore – Manager Community & Economic Development

1. Apologies

Nil

2. Declaration of Conflict of Interest

Nil

3. Confirmation of Minutes

COMMITTEE DECISION

That the minutes of the Economic Development Advisory Committee held on 18 April 2023 were amended to reflect that Jack Walker was not present, be taken as read and confirmed.

(Consensus)

4. Presentation

5. Staff Reports

5.1 PRIORITY SETTING FOR THE ECONOMIC DEVELOPMENT COMMITTEE

SUMMARY

At the meeting of this Committee on 20 December 2022, a list of priorities for the Committee was developed. This report is to enable the Committee members to prioritise the list to enable them to progress.

COMMITTEE RECOMMENDATION

That Council note the following prioritised list of actions agreed upon by the Economic Development Committee members:

- *Infrastructure to maintain population in Yass, such as secondary source of water for Yass Valley for future security*
- *Economic Development Strategy (included as part of Regional EDS)*
- *Ngunnawal Heritage Centre (dynamic and living way)*
- *Affordable housing*
- *Hawthorn development*
- *Barton Highway*
- *Murrumbateman: Crown Land (school site); Satellite Visitor Centre, etc.*
- *Yass main street activation*
- *Trail developments: arts, food & wine, etc.*
- *Industrial Land opportunities*

(Consensus)

Minutes of the Economic Development Advisory Committee held on 29 August 2023

5.2 SUSTAINABILITY ADVISORY COMMITTEE

SUMMARY

Cr Adrian Cameron provided a verbal overview of the Sustainability Advisory Committee.

RECOMMENDATION

Nil

6. Next Meeting

Tuesday 19 December 2023, at 4.30pm in Council Chambers, 209 Comur Street, Yass

The meeting closed at 5.43pm



Minutes of the Youth Council Meeting

Monday 11 September 2023

6.00pm

Council Chambers

209 Comur Street, Yass

Minutes of the Youth Council Meeting held on 11 September 2023

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1. Staff Reports..... Error! Bookmark not defined.

2. Confidential Matters..... Error! Bookmark not defined.

3. Next Meeting..... Error! Bookmark not defined.

Minutes of the Youth Council Meeting held on 11 September 2023

1. Apologies

Four received

2. Declarations of Interest

Nil

3. Confirmation of Minutes

RECOMMENDATION

That the minutes of the Youth Council Meeting held on 10 July 2023 be taken as read and confirmed.

4. Presentation

Dave Cowe, Senior Constable, Hume Police District, spoke to the Council about his history from leaving school to his current placement at the Yass Police Station. Some of the points Dave discussed was how he become a Police Officer; his time as a Policeman at Bega, Bodalla, St Marys, Castle Hill and Yass Stations; what is involved in becoming a Police Officer now; how the Police enjoy getting involved with local youth activities; and how there are currently two probationary constables at the Yass Police Station.

He extended an invitation to the Youth Council to visit the Yass Police Station.

5. Reports

5.1 SENIOR SPRING PROGRAM

SUMMARY

An outline of the Senior Spring Program will be outlined to the Council to encourage participation where possible.

COMMITTEE DECISION

That the Senior Spring Program be noted.

5.2 SPRING SCHOOL HOLIDAYS PROGRAM

SUMMARY

The Council were provided with a summary of the Spring School Holiday program and encouraged the members to assist with the program, participate, and promote it among their fellow youth.

COMMITTEE RECOMMENDATION

That the Spring School Holiday Program be emailed to all members once it is finalised.

Minutes of the Youth Council Meeting held on 11 September 2023

5.3 MEETING LOCATIONS FOR THE REMAINDER OF 2023

SUMMARY

The Youth Council will be meeting at the Murrumbateman School Library in October, Yass Chambers in November, and December to be confirmed.

COMMITTEE DECISION

That the Council agree with the meeting locations.

5.4 YOUTH COUNCIL ACTIVITIES FOR THE NEXT 12 MONTHS

SUMMARY

A discussion is required to determine which youth activities the Youth Council will concentrate on over the next 12 months.

COMMITTEE RECOMMENDATION

That the Youth Council work with Council staff to investigate the following activities (as either permanent or one off activities): ice skating; tennis event; Chess boards in the Parks; Croquet course for youth; Pickle Ball; Scient competition; power cart racing; and softball field (requested from youth members of the public).

5.5 FUNDRAISING BBQ – 25 NOVEMBER

SUMMARY

The Youth Council have been asked if their next fundraising BBQ could be held at the Murrumbateman Markets on 25 November, with the Murrumbateman Scouts.

COMMITTEE DECISION

That the Youth Council assist the Murrumbateman Scouts with their BBQ on 25 November.

5.6 YASS VALLEY COMMUNITY LATE NIGHT SHOPPING AND CHRISTMAS PARADE

SUMMARY

The Youth Council will consider what involvement they will have with this year's Yass Valley Community Late Night Shopping and Christmas Parade.

COMMITTEE DECISION

That the Youth Council members consider possibilities and determine at their October meeting.

This is page 3 of 5 of the minutes of a meeting of
Yass Valley Youth Council held on the above date

Minutes of the Youth Council Meeting held on 11 September 2023

6. Next Meeting

9 October 2023, at 6.00pm in Murrumbateman Public School Library

The meeting closed at 7.02pm



Meeting Notes of the Yass Soldiers Memorial Hall Advisory Committee Meeting

Thursday 14 September 2023

4.00pm

Council Chambers

209 Comur Street, Yass

Minutes of the Yass Soldiers Memorial Hall Advisory Committee Meeting
held on 14 September 2023

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**Minutes of the Yass Soldiers Memorial Hall Advisory Committee Meeting
held on 14 September 2023**

Present

Cr Turner (Chair), A McCarthy, Cr Pothan, Ginger & Rusty (Yass RSL representatives).

Also Present

Tony Stevens (Manager Facilities & Waste Assets)

Acknowledgement of Country

1 Apologies

Cr J Abbey, J Scanes, S Jitts

NOTE: *As there was no quorum these are notes only.*

2. Declarations of Interest

Nil

3. Confirmation of Minutes

COMMITTEE DECISION

No Quorum – minutes not confirmed

4. Staff Reports

**4.1 YASS SOLDIER'S MEMORIAL HALL - CWMF 2022/2023 ROUND 2 - GRANT
AWARDED**

SUMMARY

In June 2023, The Hon David Harris MP, Minister for Veterans, notified Council that it had been successful in its application for a \$10,000 (ex GST) grant under the NSW Government's Community War Memorials Fund. This grant is to support work to maintain the Yass Soldier's Memorial Hall foyer, specifically in restoring the three main doors and ticket sign.

There was general discussion on the report of the successful grant application for further restoration work of the foyer doors and ticket sign.

4.2 YASS SOLDIER'S MEMORIAL HALL - UPDATE ON MAINTENANCE WORK

SUMMARY

To present an update on the maintenance priorities of the Yass Soldier's Memorial Hall.

There was general discussion on the updated works maintenance.

**Minutes of the Yass Soldiers Memorial Hall Advisory Committee Meeting
held on 14 September 2023**

5. Next Meeting

14 December 2023, at 4.00pm in Yass Council Chambers.

The meeting closed at 4:35 p.m.

This is
dier



Minutes of the Bango Wind Farm Community Enhancement Fund Committee

Tuesday 14 September 2023

4.00pm

Council Office

209 Comur Street, Yass

Minutes of the Economic Development Advisory Committee held on 29 August 2023

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Minutes of the Economic Development Advisory Committee held on 29 August 2023

Present

Cr Jim Abbey, Tanya Cullen, Brad Jachmann (Squadron Energy), Lynette Safranek (Director Corporate & Community)

Also:

Georgia Patmore (Manager Community & Economic Development)

1. Apologies

Nil

2. Declaration of Conflict of Interest

Nil

3. Confirmation of Minutes

Nil

4. Staff Reports

4.1 PLANNING AGREEMENT REVIEW

SUMMARY

The members are provided with the signed Planning Agreement between the Yass Valley Council and the Bango Wind Farm Pty Ltd. This Agreement includes the Committee Charter.

COMMITTEE DECISION

That the Committee note the Planning Agreement between the Bango Wind Farm Pty Ltd and Yass Valley Council which sets out the definition of Local Projects

Consensus

4.2 ENHANCEMENT FUND GUIDELINES

SUMMARY

Staff discussed similar Guidelines and Forms developed by Snowy Monaro and Hilltop Councils.

COMMITTEE DECISION

That staff finalise the Yass Valley Bango Wind Farm Enhancement Fund Guidelines and Application Forms through emails with Committee Members, to enable an Expression of Interest to be placed out to the public no later than 7 October 2023.

Consensus

4.3 MEETING DATES AND TIMES

- 9.5 Minutes of the Bango Wind Farm Community Enhancement Fund Committee held on 14 September 2023
Attachment A Bango Wind Farm Community Enhancement Fund Committee Minutes 14 September 2023
-

Minutes of the Economic Development Advisory Committee held on 29 August 2023

SUMMARY

To suggest meeting times and dates for future meetings.

COMMITTEE DECISION

That the Bango Wind Farm Enhancement Fund Committee meetings will be held on the second Thursday in the first month of each quarter commencing at 4pm.

Consensus

6. Next Meeting

Tuesday 7 December 2023, at 4.00pm in Council Office, 209 Comur Street, Yass

The meeting closed at 4.35pm