

28th February 2020

Mr John Goodall
Program Leader- Building and Development
Armidale Regional Council

Dear Mr Goodall

DA-16-2019

I object to the revised plan for the proposed subdivision access via The Avenue and Karina Close. I don't think the changes are to the standard of St Patricks estate.

- Block A: 902/DP857276 owned by the applicant currently zoned for Residential housing, and given the Covenants set by the St Patrick's Estate Developer governing our usage of our properties doesn't allowed for the development of an access road for the proposed subdivision through residential Block.
- The new plan mentions Restricted Parking in Karina Close – a reduction in services to the three properties in Karina Close and the two adjoining properties. This will devalue the properties along Karina Close. How can you change the road dimensions after the blocks sold and homes have been built? Will there be reimbursement due to restricted access?
- Traffic Flow: the suggested increase in traffic has been underestimated. It is unrealistic to say there will not be much more traffic to an extra 18 residences. More than one car to a family plus visitors and daily services, online deliveries, trades, cleaners add up to a large increase in traffic.
- Ross Street intersection with Markham will already have an increase in traffic with the other subdivision being developed on the western side of this intersection beside St Patricks estate. The traffic impact report determined that "no additional roadway or intersection capacity is required to accommodate the development" I disagree. Impatient drivers, increased cars, buses and trade and services will change the dynamics much more than they seem to acknowledge. The safety of residents both on the roadway and on the footpath will be challenged.
- Covenant: St Patrick's estate was sold under the covenant of being a closed estate with no through access. Karina Close is a completed cul-de-sac with curb and guttering and the blocks in this close were sold off as residential house blocks.

The developer should not be given the opportunity to change the designated residential block into a roadway to access another subdivision. The driveway that is currently a dirt track access to the block above the subdivision is just that, a one household driveway, not a road.

- A previous application by Roger Post on the western side of The Avenue to access his land via a lane into The Avenue was denied, he told me that council took him to court over the matter, with council winning and blocking access to him. This would mean no other developer should be granted access based on previous rulings.
- I accept the development of the area but disagree strongly with access being made through The Avenue and Karina Close.
- It has become apparent that not all residents affected by this proposal have received letters from the council. This is unsatisfactory as they should be made aware of the increase in traffic and noise plus the alterations to Karina Close.
- Kylie Gream told me (witnessed by more than one other person) that council had advised her father that this development will be going ahead. Should I be contacting NCAT to investigate such claims?

I request you conduct further consultation with the community.

John Goodall

From:
Sent: Friday, 28 February 2020 4:28 PM
To: John Goodall
Subject: RE: TRIM: DA-16-2019 - 41 Lot Subdivision - Objection

Hi John

Reference is made to your correspondence of 31 January 2020 concerning the DA -16-2019 for the development of a new subdivision with road entry via Karina Close Armidale NSW 2350.

My name is Dereck Payne and I live at 85 The Avenue on the corner of Karina Close, with access to my back yard via Karina Close.

I wish to again submit my objection to the DA for the following reasons:

1. Traffic flow - Currently Karina Close has less than 10 actual movements per day and is a quiet little street. The approval for 18 residential blocks (I note the reduction in blocks numbers on this amendment) to be served with the extension of Karina Close would take that number to between 170 to 200 movements per day which I consider totally unsatisfactory. This would spoil the whole neighbour hood which we chose for the quiet nature of the area.
2. Further as I believe it is totally unacceptable to put strictions on the parking in Karina Close to again accommodate the proposed development at the detriment of the existing residents. (Croft Report "The current geometry of Karina Close is an 8m pavement width within a 15m road reserve. To ensure the safe and efficient passage of vehicles between The Avenue and the proposed development, consideration should be given to maintaining the 8m width carriageway width by restricting parking on both sides of Karina Close") Visitors to properties in Karina Close have to park within Karina Close to visit friends and family. Their only option would be to park in The Avenue perhaps obstructing the nearby The Avenue residents access and parking out front of their properties.
3. Block A: 902/DP857276 owned by the applicant currently zoned for Residential housing, and given the Covenants set by the St Patrick's Estate Developer governing our usage of our properties doesn't allowed for the development of an access road for the proposed subdivision through residential Block.
4. Septic systems in cities such as ours are unacceptable given the odour problems and overflow issues particularly on a sloped terrain. Sewerage system should be a requirement for the DA; As per the Croft Report, it would appear that John Holland has not had the opportunity to comment on the access route for a sewerage service under the railway. It simply states it is unclear whether he would support the proposal. I don't believe that is good enough reason to have the development serviced by septic systems.
5. Due to the current nature of The Avenue being a Closed Estate any such Development including Septic systems and the like will definitely see a reduction in property values in the immediate area.

In summing up, I firmly believe you have been previously presented with more suitable access alternatives.

Kind regards

Armidale NSW 2350

John Goodall

From:
Sent: Friday, 28 February 2020 9:34 AM
To: John Goodall; Council
Cc:
Subject: Karina Close & Sutherland Ave DA-16-2019

Dear John

Please find our response in relation to the amended DA-16-2019 for Sutherland Ave. Thank you for your offer to meet with you (and I apologise for the late response) but I have had a number of family and work matters that have taken me from Armidale in the 3 weeks.

I would like it noted please that Sally and I have a copy of, and agree with the matters raised by Graham Glover's (17 Sutherland Ave) response from February 11.

The absence of a Traffic Impact Assessment and any detail regarding the proposed variation to the Sutherland Ave carriageway is unsatisfactory and prevents adequate understanding of or response to the proposal. Perhaps we have overlooked this but from the documentation we could find on the website, the information relating directly to Sutherland Ave and its surrounds does not exist.

The matters and questions raised in Graham's email of February 11 require consideration and response please.

In addition to this, I request responses to the following:

- 1) The eastern portion of the DA has the majority of the plots to be developed, yet the poorest access/exit of the proposal in terms of traffic flow and capacity. This seems illogical and unreasonable given the alternatives available, i.e. the capacity of the Karina Rd network and/or Springhill Lane. Again, we request a detailed assessment and proposal of these alternatives as a matter of urgency.
- 2) We request that any variation to Sutherland Ave is discussed with the relevant landholders before any final determination of the DA is made.
- 3) Given the proposed staged development, how does the applicant and council propose the initial access to the site? This previous request has as yet, not been addressed.
- 4) The railway crossing at the northern end of Old Gostwyck Rd is problematic and has become dangerous. With the railway gates open, vehicle speed has markedly increased, where in the past it slowed. The bitumen surface did not receive any attention when the gates were installed. It is too narrow for cars to pass safely at any speed, but particularly on the eastern side. For safety's sake, this needs attention even before additional cars are added to the network.

Thank you again, for the opportunity to have our views considered and discussed.



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John Goodall

From: n>
Sent: Friday, 28 February 2020 4:58 PM
To: Council
Subject: DA-16-2019, 15 Karina Close, Armidale, NSW, 2350

28th February, 2020

Armidale Regional Council,
135 Rusden Street,
Armidale NSW 2350

Re: DA-16-2019, 15 Karina Close, Armidale, NSW, 2350.

To whom it may concern: -

I am writing to formally object to the current proposed access to the development, DA-16-2019, and any subsequent development application, that is the access to the development through Karina Close via The Avenue.

I currently reside at 6 The Avenue and am concerned firstly about the impact that heavy vehicles involved in the development of the site will have and secondly, the ongoing increase in traffic once the development is completed.

There are no footpaths in The Avenue, nor anywhere in the St Patricks estate. Pedestrians have to walk on the very uneven ground or on the side of the road. When our children were small, we had to push their pram on the side of the road and other parents still currently have to do this, putting themselves and their children at risk. I myself frequently walk and run in the area and have to do this on the road. The addition of heavy vehicles during development, which on the current proposal will take several years, and then the increase in traffic in The Avenue and its surrounds, as the only access point to the proposed development will greatly increase the risk to pedestrians.

The increase in traffic also intensifies the risk to those persons driving and turning right from the bottom of The Avenue, into the link to Ross Street. I myself have had several near misses trying to turn right at this intersection as traffic often comes down the hill at a speed much greater than the speed limit and the corner is a blind corner. You cannot see the oncoming traffic until the very last second. I am also aware of at least two incidences where the speed of traffic around this area has resulted in damage (in one a fence and house were severely impacted and the other a car hit a tree...fortunately not a pedestrian).

Entry to the development via Sutherland Avenue and Springfield Lane during construction and once completed, would provide safer, more suitable access, rather than allowing the opening up of Karina Close. Opening up Karina Close affects residents in the entire St Patricks estate, including The Avenue and its offshoots; The Boulevard; Ross Street as well as O'Connor Road and the southern end of Markham Street. It would greatly increase the risk to both pedestrians and existing traffic as well as making it unpleasant for current residents. St Patrick's is also supposed to be a closed estate and opening up Karina Close violates the covenant

It makes sense to limit the noise, risk and traffic impacts both during development and once the development is completed on a large number of residents by not allowing this to happen and instead having access to the proposed development via Sutherland Avenue and Springfield Lane. I urge council to reconsider this aspect of the development.

I look forward to hearing Councils response to my submission.

I would also like information as to why residents of The Avenue and its surrounds were not informed by council of this development as all who live in the St Patricks Estate will be affected by the current proposed application.

Regards,

John Goodall

From:
Sent: Friday, 28 February 2020 10:40 AM
To: John Goodall; Armidale Regional Council Mayor;
northerntablelands@parliament.nsw.gov.au
Cc:
Subject: Objection : Development Application No: DA-16-2019

Dear John, Simon & Adam

Please see below my objection to Development Application No: DA-16-2019

28th February 2020

Ref: Development Application No: DA-16-2019

Property: 5 & 15 Karina Close Armidale NSW 2350, 38 Sutherland Avenue Armidale NSW 2350, 5 Karina Close Armidale NSW 2350

Development Description: Subdivision: 7 to 41 lot residential Subdivision

To John Goodall, Program Leader - Building and Development,

I write to you, to confirm my objection to the development application no: DA-16-2019 on the grounds of:

- Traffic generation
- Pedestrian safety
- Cul de Sac

Traffic Generation

A traffic study was undertaken on The Avenue on 2nd Dec 2014 to support application no: DA-16-2019. The results of the survey showed 777 traffic movements between the hours of 7am to 10am and 895 traffic movement between the hours of 3pm to 6pm. A total of 1,672 traffic movements in the survey period.

Since the 2nd Dec 2014, there has been an additional dwelling erected in Merino Terrace, which enters and exits via The Avenue. This would further contribute to the traffic movements reported in the survey dated 2nd Dec 2014.

The proposed development suggests an additional 22 residential developments, entering and exiting through Karina Close (8 meters in width). This additional 22 residential developments would be an increase of 40%, based on the # of houses south of The Avenue / The Avenue intersection. This could increase traffic movements in The Avenue considerably, taking potential traffic movement to 2,298 a day. To dramatically increase traffic in a cul de sac region with no footpaths is an absurd proposal, and surely not what The Avenue was designed for, particularly as there is only one exit strategy southbound until you reach Markham St.

A more recent traffic study was undertaken in November 2019.

The Avenue - The Avenue intersection was apparently monitored on the 14th Nov in the AM & PM, on the 27th Nov in the PM and on the 28th Nov in the AM.

It should be noted that:

- This alleged measurement was not witnessed by a recognised official (someone from council). These #'s could in fact be false. I am not going to just accept what is presented before me, by persons who are invested in seeing this development proceed, for the sake of financial gain, without challenging the integrity of the data, or the manner in which it was collected.
- The alleged traffic study was conducted on week days and did not include weekend traffic and pedestrian activity. Weekends

are typically the busiest for pedestrian activity and without designated footpaths, pedestrians share the road with motor vehicles.

- On the days that the measuring was done. Most people stayed indoors due to the air quality resulting from the bushfires. If you recall, Armidale was blanketed in smoke for weeks.
- The suggestion on page 13 of the report that off-street parking being prohibited to facilitate the additional movement of traffic through Karina Close is absurd. This surely would send alarm bells that this road (Karina Close) was built specifically (8 meters in width) to be a close and not a thoroughfare. The Avenue has a street width of 11m, 28% wider than Karina Close.
- I witnessed a resident of The Avenue approach the person (of Indian appearance), who appeared to be monitoring traffic on the PM of the 27th November, to enquire what he was doing. (When you live in a cul de sac, you tend to notice strangers and strange activity). When The Avenue resident approached the man, he scurried off into his car and drove off. I hope that traffic movement was recorded as a statistic.

Pedestrian Safety

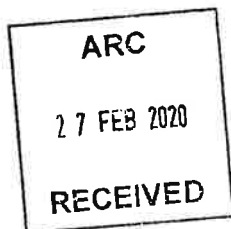
As you may be aware, The Avenue does not have any foot paths. Consequently, residents (adults and children) are often walking the streets of a morning and evening, before and after work/school. With a potential increase in road traffic as a direct result of application no: DA-16-2019, the increase to the resident's safety therefore increases significantly. This is completely unacceptable. Could you just imagine an incident occurring on Halloweens night as children walk the streets in our quite cul de sac, between the original survey hours of 3pm and 6pm door knocking on house doors to collect candy, and one of them is hit by a motor vehicle, due to the increase in traffic, and The Avenue not having safe footpaths for them to walk on. Or kids and pedestrians in general using the streets to either walk on or play in. Wow, that would be interesting to see how that one would go down. Good luck with that one!!!!

Cul-De-Sac

The Avenue is a Cul-de-sac. It is a dead-end street with only one inlet/outlet, and residents have paid a premium for this private exclusive enclave. Cul de sacs are normally created in planning to limit through traffic in residential areas. Opening up The Avenue to additional traffic and noise significantly alters the landscape for the residents of The Avenue. The advantages of the cul-de-sac over through streets are that they are quieter and safer for children; they provide the potential for greater neighbour interaction, there is a greater sense of privacy, residents have a greater ability to distinguish neighbours from strangers and there are generally lower burglary rates. The exclusivity, the privacy and therefore security parameters all change once The Avenue is opened up. It is irreversible, and these benefits the residents of The Avenue currently enjoy, and paid a premium for, are gone forever.

I do hope you take my objections seriously, and not just viewed as just another whinger. I am a supporter of development, where it is appropriate. I do not support the Development Application No: DA-16-2019 on the basis that The Avenue will be used as its entrance / exit, and would therefore put at risk our cul de sac. I would support Development Application No: DA-16-2019, if the traffic were directed through Springhill Lane and did not interfere with The Avenue at all.

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25th February 2020

Mr John Goodall
Senior Town Planner
Armidale Regional Council

Dear Mr Goodall

RE: Development notification DA-16-2019

After reviewing the revised application, we have some comments in relation to traffic flows.

Dividing the development into two separate halves, one exiting via Karina Cl and the other exiting via Springhill Ln and Sutherland Ave, with no road access between. Besides reducing traffic flow from the Development through The Avenue, it seems to overcome our main objection to the Development, which was the potential for The Avenue to become a through road for traffic coming from the developments off Gostwyck and Dangarsliegh Roads. However if all roads in the Development are built at the same time and the lots take time to sell, an unofficial road could develop between the two halves of the Development, such as happened on our block (was used as access the communications towers on Translator Hill) before we built, and on unformed sections of Ross St. Do the developers have a responsibility to prevent this from happening? Will the roads for the two sections of the Development be made in stages?

Could consideration be given for a stop sign to be placed were The Avenue loop comes back on itself, this is already an intersection of near misses, and with the Development, increased traffic.

The traffic report suggests Karina Ave have no parking on the street, as it is 8m wide, with The Avenue and roads in the Development 11m wide. Would it not be better to widen Karina Ave to make the roads even width, as Karina was obviously not designed as a through road? I note the development at 53A The Avenue is also has an 8 m wide street, are there parking restrictions there?

The traffic report also suggests modifying the cement median strip at the Ross St intersection to make it easier for large vehicles to turn into Ross St from Markham St? Please don't totally remove it as it prevents vehicles cutting the curves in the road at increase speed. Number 13 The Avenue has already had a car through the fence and damaged the side wall of the house.

ARC

27 FEB 2020

RECEIVED

February 22 2020

Armidale Regional Council

Rusden Street

ARMIDALE 2350

Doc No.	
Date Trimmed:	
TRIM File No.	
TRIM Doc No.	
Referred to:	
Deleted Y/N	

Dear Councillors

Re: DEVELOPMENT APPLICATION DA-16-2019 KARINA CLOSE

It has come to our attention (not from Council) that the proposed development noted above has been re-submitted to Council with some variations on the original submission.

We have had no information from Council about this new application, although we were given this information last year, with the option of submitting our objections.

I enclose a copy of the letter we delivered to you at the time, noting our objections to the development as then proposed. We have not changed our opinion. Our primary concern is still about access.

Our original objection was that traffic from the development would be sent through Karina Close and The Avenue. As access via Sutherland Avenue is available, and even better access could be constructed via Ross Street, we consider that any increased traffic through what is essentially a minor access road would be detrimental to the immediate area. This would certainly apply to any construction activity involving heavy vehicles. Many Avenue residents

already park their vehicles on the footpath to avoid congestion on the narrow roadway.

We would appreciate some acknowledgment of this letter of objection, considering that Council has as yet not informed us of recent developments. In your letter of reply to our original submission, you stated the "*Council will advise all those who made submissions on the matter of the date of any ...Council meeting ... [for consideration of a report to a future meeting.]*" We have received no information whatsoever about any new application.

Yours faithfully,

Encl.

ARC

26 FEB 2020

RECEIVED

24th. February 2020.

Mr. John GOODALL
Senior Town Planner.
ARMIDALE REGIONAL COUNCIL.

Re: Development Application/Subdivision, DA 16-2019.

Dear Sir, We acknowledge receipt of your letter dated 3rd. February 2020 relative to the above and have noted the contents, particularly as they relate to provision of further information to be supplied by the applicants.

We have also sighted the amended plan which accompanies the TRAFFIC IMPACT ASSESSMENT prepared by the applicants' consulting engineer.

It is not our wish to make a further submission but still feel that the grounds for objection made originally remain relevant.

However, we do acknowledge that the amended proposal as referred in paragraph (2) above is an improvement in terms of prospective traffic flow, particularly as regards any opportunity to encourage vehicular access outside the subdivision.

In view of the foregoing we will await the outcome of Council's dealings in due course.

Yours Faithfully,

John Goodall

From: au>
Sent: Wednesday, 26 February 2020 9:12 AM
To:
Subject: RE: DA-16-2019

Council's records indicate that a letter was posted to 11 Sutherland Avenue on 30 January, advising you of the re-notification of the application.

It is advised that the Application is on notification until this Friday 28 February 2020.

It is further advised that the plans and documentation are available for viewing on Council's website until the 28 February, by clicking on the Development tab, then Applications on notification and then the application number, being DA-16-2019. When this opens the plans/documents tab is towards the bottom of the screen.

Regards

John Goodall

Coordinator Development

P 02 6770 3609 F 02 6772 9275

E jgoodall@armidale.nsw.gov.au W armidaleregional.nsw.gov.au

135 Rusden Street | PO Box 75A Armidale NSW 2350



INVESTARMIDALE.COM.AU

From:
Sent: Tuesday, 25 February 2020 9:34 PM
To: John Goodall
Subject: Re: DA-16-2019

Dear Mr Goodall,

I have been alerted by my neighbour at 17 Sutherland Avenue, Mr Graham Glover, that you sent a letter to both he, and possibly Mr & Mrs Ian Lloyd at 19 Sutherland Avenue, inviting comment on DA-16-2019.

I have not received such a letter and would be grateful if you could ascertain whether one was sent to me or not at all.

As one of the three properties with direct access to Sutherland "downstream" of the proposed development, I wish to make comment, particularly with regard to Sutherland Avenue becoming a primary access to Phase One of the development.

I have previously made comment to Council via email, however I understand modifications have been submitted requiring further attention.

Yours faithfully,

17 February 2020

John Goodnall
Program Leader – Building & Development
Armidale Regional Council
PO Box 75A
Armidale NSW 2350

Re: DA-16-19 – Applicant submitted their response to the additional information request.

Dear John,

Thank you, for advising by letter on 3 February 2020 of DA-16-19 applicant, submitting their response to the additional information request.

Despite this, there remains a number of outstanding matters, that the Council needs to consider.

1. Would accessing Karina Close, then subject the DA application to St Patrick's Estate's approved DA covenants, requirements and subsequent house building block conditions? Has this been taken into consideration? What research and information can Council provide the community and applicant on this? As there are no roads off St Patrick's Estate (aside from two private ones that access Estate 'battle-axe' blocks at 53 A, B and C and 93B and C, The Avenue), how is it then possible to have Karina Close house blocks turned into roads? I note on 'The South Hill' housing development website (with the road to be known as Melba Place): www.thesouthhill.com.au, that there is no connecting road to St Patrick's Estate, and nor through the private road of blocks at 53 A, B and C (despite the *Kelly Covey Group Traffic Impact Assessment* incorrectly referring to it as 53A The Avenue development). If, all of the above fail, a precedent is thus evident of an approved DA bordering the Estate, having no access road to it.
2. The Applicant does not value or address the impact that the increased initial and long-term traffic movement through Karina Close and thereby St Patrick Estate per se, will have upon the established low noise, low traffic, family friendly and ambient environment that it is known for. More so, it is these very important elements that residents have created, value and 'bought into' when purchasing their property, that in-turn has made St Patrick's Estate, a 'highly sought after' neighbourhood. As raised in my prior letter, based on the size and impact of the development, surely a St Patrick's Estate Residential (Social) Impact

Assessment will be conducted by Council or the Applicant, so as to appreciate the nuances of this point.

Second, it is interesting that *Boresch Project Services* in their 'Statement of Environmental Effects' on page 6, argue "that the existing road network has the capacity to absorb the additional traffic generated by the proposed subdivision and as such will not have an adverse impact on existing residential development or road network capability". In regard to the first part, the *Kelly Covey Group Traffic Impact Assessment* informs on page 10 that: "for the eighteen lots proposed in the development that will have access via Karina Road, ..[will] result in the following trip generation; Daily Vehicle Trips: 162 trips". That then translates to 1,134 per week or 58,968 per annum. I live opposite Karina Close: it is somewhat misleading and heartless to decide that we and our immediate neighbours will 'not be adversely impacted'. In regard to the second part, the matter "that the existing road network has the capacity to absorb the additional traffic generated by the proposed subdivision" is questioned. Karina Close is a much narrower road than The Avenue or The Boulevard. How could this short and narrow road possibly handle the developers traffic movement demands considering it caters for a tiny number of house blocks. Believing that this problem can be solved by "restricting parking on both sides of Karina Close (p. 13 of the aforementioned document) is to avoid Karina Close's road construction limitations as well as parking access for visitors and business and emergency vehicles etc., and equally so, it is not something done anywhere else in the Estate.

ARC

12 FEB 2020

RECEIVED

URGENT

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February 11th, 2020

Attention: John Goodall
Armidale Regional Council
P O Box 75A
Armidale NSW 2350

Dear Mr. Goodall,

REFERENCE: FURTHER OBJECTIONS TO - DA-16-2019

We refer to the above-mentioned DA 16 -2019 and your letter dated the 3rd February 2020 and advise that we still object to any access from any part or portion of the amended proposed development having motor vehicle access through Karina Close to The Avenue. We don't have any objection to a walkway and/or bike track been made available to the proposed development through Karina Close to enter into The Avenue.

First Concern.

Past experience with the Armidale Council is that it is an incompetent, dishonest and totally untrustworthy Council when it comes to the management and enforcement of DA conditions against Developers, to the detriment of land holders who rely upon the proper completion of specific quality dimensions and completion dates of the DA conditions that are approved by the elected Councillors.

The true facts that support the above conclusions are that back in 1997 we bought a block of land that was still to be completed by the developers under DA 137/91, when we realised there was no completion of the DA conditions was made we made a complaint to Council and Councillors on the 29th March 2010 made a determination that the developer had a further 2 years to complete the work by the 30th March 2012.

The developers never completed important DA conditions as specified in the DA or the S88B instrument that was filed with the Titles office that falsely states the real conditions. In particular, the width and quality of the carriageway that is to provide access to garbage trucks and emergency vehicles. Further complaints were made to Council about the fraud that was committed on the land holders but the Council response was that the file was lost or the manager was sick and there was no access to Council engineers to rectify the situation.

Therefore, any supervision and management of any DA conditions must be carried out by an independent, competent and honest organisation and not by Armidale Council.

Second Concern

When we and others bought their house in The Avenue, Saint Patrick's estate, we paid a premium

for this area on the basis that it was a quieter, with less housing density and pleasant landscaping as an exclusive area because of the size of the allotments and the conditions that there were no front or side fences except from the house building line. Refer to 50/91, DP815012 Terms of Restrictions. This provided worry free time with the children playing in the front yard or riding their bike or walking the dog around the area.

Now a developer wants to interfere and pervert the lifestyle and serene conditions of the current residents who paid for this certainty of life style in Saint Patrick's to profit from the new land buyers of the proposed development by charging a higher purchase price because there is a more convenient access to the development area in the marketing and sale of the land.

The developer's attached summary of road usage is questionable as to its methodology for a number of reasons. Firstly, it claims measurements were made at morning and afternoon peak times. Table 2.1 Traffic Count Dates show that only 4 days of counting were done namely 14/11/19; 20/11/19; 27/11/19; 28/11/19; which cannot be held out to be a thorough and serious analysis of an important issue of traffic reality in the area, compared to previous independent and a longer period for collecting the information.

In particular, I can only recall one afternoon the sighting of a suspicious character at The Avenue - The Avenue southern intersection point, and I spoke to a nearby neighbour about the unusual sighting later in the day and I was told that another neighbour also sighted the suspicious character and the neighbour, a woman approached the suspicious character some time after my sighting and asked the suspicious character what he was doing, and there no reply and the suspicious character then left the intersection.

On the other days mentioned in the report during the AM and PM peak time I sighted no one, and again I could be wrong in that the person collecting the traffic movements could have been hiding under a bush recording the movements and would not be seen by me or others.

The figures provided in the new report are not reality or sufficient actual independent collating of actual events but computer modelling on programmed assumptions that are financed by the developer for the developer's interest. **It is well known there are doggy developers when you think about Opal and Mascot Towers, so care must be taken. The state government has recommended a list of doggy developers be kept. Also, there should be a state list of doggy Councils.**

Extreme care and enquiry must be made by the Council, but with a Council that is known for incompetence and dishonesty in development matter it is of great concern and the Council should hand over the matter to an independent and competent external independent organisation to review the analysis of the revised development matter, so the current residents in Saint Patrick's are not harmed by loss of value or lifestyle that they bought into many years ago. .

Cc. Other Concerned Residents St. Patrick's.

John Goodall

From:
Sent: Tuesday, 11 February 2020 3:33 PM
To: John Goodall
Cc: Council
Subject: DA-16-2019 Response

Dear John,

Thank you for opening this development up for response again. I am writing in reference to DA-16-2019 which I have received notification for as property owner at 17 Sutherland Avenue. This email pertains to the Traffic Impact Assessment Report, and implied thoroughfare to the proposed development via Sutherland Avenue. The report does not contain an assessment for the main thoroughfare of Sutherland Avenue, nor discuss any road changes. There is also no mention of the logical connection to Armidale via Springhill Rd. I have the following concerns I would like to see addressed:

a) Reference Section 3 page 10 – Proposed Development of the Traffic Impact Assessment:

“The road network has been designed with two non-connected accesses from the existing road network, thereby dividing the traffic flow between an access from Sutherland Avenue/Old Gostwyck Road to the east and Karina Close/The Avenue to the west. Eighteen (18) of the lots will have access to/from Karina Close, and the traffic from these lots will have an impact on the network that is the subject of this analysis.”

The proposed development projects the majority of traffic (23 lots of 41) using Sutherland Av as a thoroughfare, **yet the Traffic Impact Assessment Report does not contain any analysis on the Sutherland Av thoroughfare, relevant junctions, and proposed road developments.** The analysis focused entirely only on the Karina Close access, which services only 18 lots. Sutherland Avenue is currently a peaceful no-through road with major changes implied by this proposed development, without any supporting documentation.

- What is the traffic impact assessment for Sutherland Avenue on the proposed development?
- What changes to the road infrastructure should we expect?

b) Reference Section 2.1 page 4 – Proposed Development on page 10 of the Traffic Impact Assessment

*All connecting roads within the local network (**with the exception of Sutherland Avenue**) are two-way, two-lane bitumen sealed roads with kerb and gutter on both sides.*

Sutherland Avenue is presently a peaceful no-through road in a rural zoning, **and this new development will no doubt cause disruption and require major adjustment for its residents.** Along with providing a Traffic Impact Assessment for Sutherland Avenue as part of this proposal, can the applicant and ARC please provide a response to the following:

- What are the intended road works planned for Sutherland Avenue?
- Will Sutherland Avenue have a residential speed limit of 50 km / h and traffic management strategies in place to mitigate risks of unsafe driving e.g. Speed bumps?
 - Sutherland is currently a short straight dirt road that P platers will target for speeding, and 17 Sutherland Avenue is a residential size block within 4 metres of the road. We have two young children that should have safe pedestrian access on Sutherland Avenue if there are major developments. This would preferably entail a safe road speed limit of 50 kph and enforcement (speed bumps).
- Will Sutherland Avenue be sealed? We already have a dust problem.
- Can residents of Sutherland Avenue please be provided with the environmental impact assessment for changes to Sutherland Avenue.

- **There are currently two major habitat trees on Sutherland Avenue** that are of great value to the wildlife, and my family at 17 Sutherland Avenue. They are the last standing major habitat trees for Koala and native bird life on Sutherland Avenue. It would be a disaster if these two, quite obvious, trees were to be removed as part of road works.

c) Reference Section 3 page 10 – Proposed Development of the Traffic Impact Assessment

*“The site shares a boundary with Springhill Lane to the east, the majority of which is an unformed **20m wide road reserve** with the exception of a 220m long section adjacent to the south-eastern boundary of the site which consists of a 6m wide gravel road providing access to a cluster of rural residential properties from Sutherland Avenue.”*

- Can Springhill Lane be developed as the main connectivity to Armidale, with Pedestrian facilities?

The proposed development for the north eastern section proposes access via Springhill Lane and Sutherland Avenue. However Springhill Lane is a road reserve with direct connectivity to Armidale via Ross St. Therefore:

- I request that Armidale Regional Council investigate connecting Springhill lane to Ross St with a relevant Traffic and Environmental Impact Assessment (currently there isn't either for Sutherland / Springhill)
- **Opening up Springhill Lane access to Armidale would result in ~1.5km to New England Highway from the new development, compared to 4km+ via Sutherland Avenue.**
- Using the Springhill Lane road reserve would greatly reduce the environmental footprint of traffic to and from Armidale for the 23 proposed residences, and existing Sutherland Avenue properties, with less disruption to existing properties. Emissions and noise would be more than halved, and the reduction in road maintenance and traffic management worth consideration.
- Can Pedestrian facilities along Springhill Lane to Armidale be included in the proposal, to provide safe pedestrian access to Armidale via foot and bicycle for the proposed new residences, and Sutherland Avenue residents?
 - **There are no Pedestrian facilities for access to Armidale in the North East section residences of the proposal**, or for existing Sutherland Avenue residents. Depending on Dangersleigh / Gostwyck Rd for Pedestrian access is hazardous.

The proposed development will have a major impact on Armidale, and its impact observable across the town. **This new development provides an opportunity to improve connectivity for residents, and reduce the environmental footprint of Armidale, and should be undertaken with the future in mind.** An emphasis on the environmental impact, carbon footprint and quality of life for future residents can be achieved through a direct connection to Armidale via Springhill Lane, with Pedestrian facilities. This seems a logical and modern solution to provide access to Armidale for 30+ families located on Sutherland Avenue and the proposed development. **Springhill Lane could be transformed into a green space, with carbon offsetting trees and pathways to Armidale without dependence on a vehicle.** I am happy to invest in a perspective of this pathway to assist in the vision of Springhill connectivity, and would be excited to discuss this potential improvement to Armidale.

Thank you for your time, and I look forward to your response. Please let me know if you have any questions, or would like to discuss my concerns / ideas further.

Regards,

John Goodall

From:
Sent: Friday, 28 February 2020 5:07 PM
To: Council; John Goodall
Subject: DA-16-2019

Dear Mr. Goodall and Council,

Re. DA-16-2019

Submission of Objections and Concerns

Please find outlined below our concerns regarding this development application (DA). We would like to clearly state that our objections are not to development generally, nor to this particular development as a whole. Our concerns pertain to specific elements of the DA, and most particularly the access road proposed via Karina Close.

We request that council carefully considers how this development is planned, that the developer is sensitive to the existing areas and that the development is undertaken in a way that is in the best interests of our city as a whole.

ACCESS VIA KARINA CLOSE

Access to this development through Karina Close is unnecessary and will significantly impact the existing neighbourhood of St. Patrick's Estate, along Karina Close and The Avenue. There are sensible alternative access points via Sutherland Avenue, Spring Hill Lane and Ross Street.

Traffic

The roads that would contribute to an access road via Karina Close (namely, The Avenue, the current formed part of Ross Street, The Boulevard and O'Connor Road) would be heavily impacted by the increased volume of traffic that would be created by the development in the longer term. In the shorter term, there would be serious impact of medium to heavy vehicle traffic on the existing infrastructure.

Traffic Impact Assessment

The increase in vehicular traffic for the intersection of The Avenue/The Avenue is predicted to be a significant 30% increase (16 additional peakhour trips). This must be factored in to the current environment of St. Patrick's Estate.

The DA Traffic Impact Survey failed to obtain details of the school bus traffic along The Avenue and in the adjacent areas. School children are vulnerable pedestrians in the area of proposed increased traffic.

Considering there is already development planning for a subdivision on the other side of St. Patrick's Estate (53A The Avenue), there needs to be serious evaluation of the impact of further development on the existing infrastructure. A significant upgrade of O'Connor Road from Kentucky St to Ross St should be considered as part of the DA, as well as evaluation of the Markham Road/Lynches Road intersection for the future.

Safety

The Avenue has crests and bends which reduce visibility and there is already observed lack of caution exercised by some road users. 'Through traffic' and other non area-resident traffic, including medium/heavier vehicles, pose a danger to pedestrians (especially in the absence of pathways) and other road users.

Being a family-oriented area, there are children in the area who may be at risk from the increased traffic. Many of The Avenue lots are not front-fenced (as stipulated for the estate) – children currently able to have full use of their home's yard, will be at greater risk.

NEIGHBOURHOOD IMPACT

There is significant and reasonable concern from residents of the area regarding the impact on the neighbourhood they call home. An access road via Karina Close, and its accompanying increase in traffic through the area, detrimentally affects the nature and purpose of one of Armidale's desirable neighbourhoods. In order to maintain Armidale's diversity of development and dwellings, this area should be preserved in its current state.

Enjoyment

St. Patrick's Estate (The Avenue and its small cul-de-sacs) is a quiet, leafy, family-oriented area, that was designed to provide a high quality neighbourhood to residents. Ross Street and O'Connor Road are the only egress, with the only traffic being that of residents, their visitors and their services. People who have previously purchased their property paid a premium to be resident in this area. This value reflects the current quality of the neighbourhood including current traffic flow.

The area used by not only local residents, but the broader community, as a nice area with limited traffic (mostly local, familiar with the area and slower) – in the mornings and afternoons there are walkers (including pregnant women and mums with prams), joggers, children on bikes.

Making an access road off The Avenue to further development creates a less tranquil/peaceful environment, as well as the development period bringing construction traffic, dust and noise pollution.

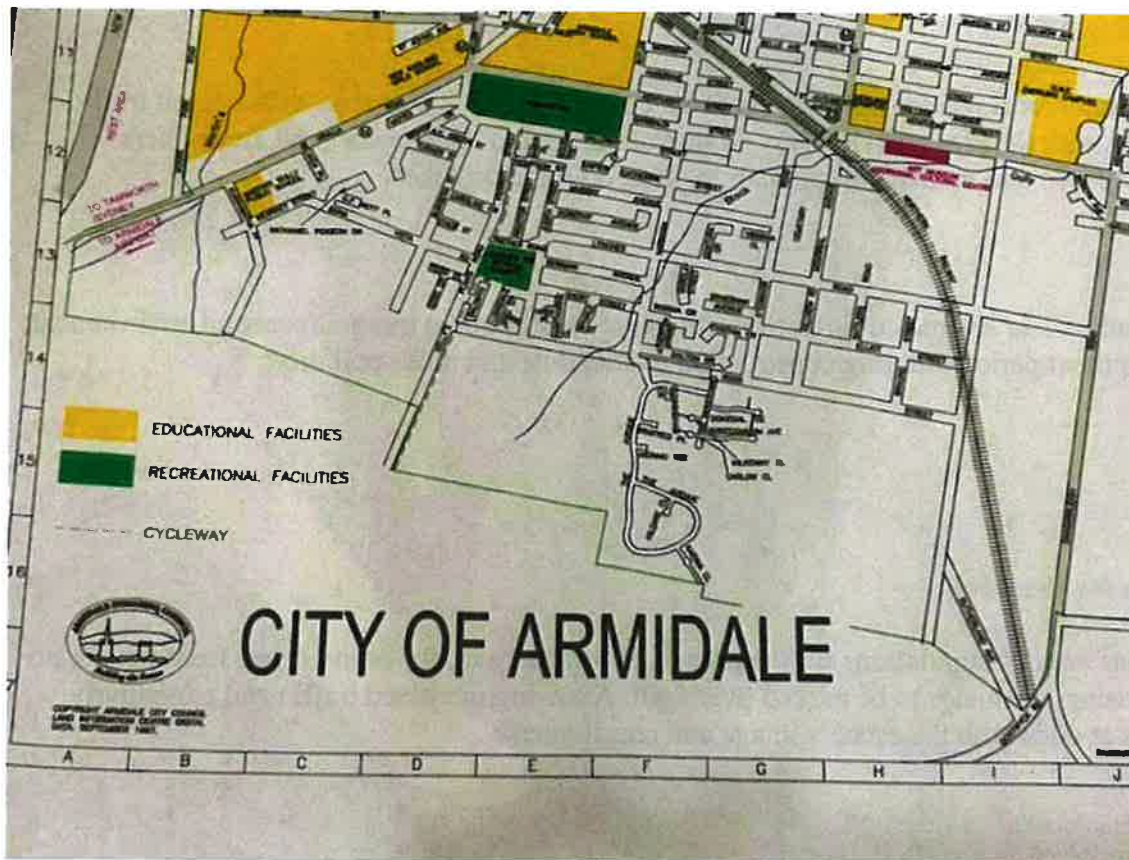
Zoning/Stipulations for the Area

St. Patrick's Estate has various stipulations for the properties to adhere to, for example, no front fences, no business signs and business vehicles to be parked overnight. Allowing increased traffic and particularly through traffic seems at odds with the estate's image and requirements.

A previous development has had approval rejected for access off The Avenue, presumably for reasons of retaining the estate as it is.

ALTERNATIVE ACCESS POINTS FOR THE DEVELOPMENT

The 1997 Council Map (as pictured) clearly shows the intention of Ross Street and Spring Hill to be fully formed and connecting. These options for access are much more desirable for our city, just more costly (less desirable) for the developer. An access to town via these roads, if sealed and made viable, would be a very sensible alternative for the hundreds of possible vehicle movements each day.



This 1997 map also displays the comparatively smaller/narrower road of The Avenue, clearly never intended to be an arterial road, and only intended to service a discrete estate. Given the crests and bends of The Avenue, it would also be unsafe to repurpose it for a greater volume of traffic.

Emergency Access

It has been suggested that utilising only Sutherland Avenue as a single access point to the development would be dangerous in the event of a fire. In this case, a 2nd access coming from Ross Street would be sensible.

In the event of an access road via Karina Close being approved, all construction access and the entry point for heavy vehicle traffic should go via Sutherland Avenue to prevent overloading of The Avenue and adjoining streets. An ongoing restriction to heavy vehicle traffic should be put in place.

POTENTIAL KOALA HABITAT

The DA states there is no koala habitat, and no threatened species but, there have been koala sightings in the area in the past and there are trees in the area that comprise koala habitat. The area is identified in the impact surveys as potential koala habitat and recognised as a potential area of traversing of koalas.

With the devastating impact of the recent bushfires on koala populations, surely we should be preserving as much potential habitat as we can?

As published in council's own leaflet ("The survival of the koala is in our hands"), it is a priority to save the area's koala population, with sightings in the peri-urban areas south and east from the cemetery grounds. This would include the proposed development site. This is also supported by SEPP No. 44. Given the composition of trees in the area, we need to be absolutely certain that the composition does not reflect koala habitat (current or future).

Our concerns are, on the whole, not about the entire development, just to the access via The Avenue/Karina Close. It would create an increase in traffic such that it would, quite frankly, destroy the neighbourhood as it currently is - a peaceful area of specific purpose, safe and family-oriented. And, there are access options that would be more desirable for our city, they would just be more cost to the developer!

Yours sincerely,

28th February 2020

Mr John Goodall
Program Leader- Building and Development
Armidale Regional Council

Dear Mr Goodall

DA-16-2019

Having previously made a submission to council on the proposed development adjacent to St Patrick's estate I wish to add the following:

I am not satisfied that the revised documents and plan for the proposed Karina Close, Armidale subdivision are sufficient to remove the negative effects of the access to the subdivision through Karina Close.

- The new plan mentions proposed Restricted Parking in Karina Close – a reduction in services to the three properties in Karina Close and the two adjoining properties. Where do they prefer our visitors to park if not in the street beside our homes?
- Traffic Flow: the suggested increase in traffic has been underestimated. There will certainly be more than one car per new property as the report suggests. These days there are more likely to be a minimum of two with possible 5 residents of a home possessing their own vehicle.
- Ross Street intersection with Markham will already have an increase in traffic with the other subdivision being developed on the western side of this intersection beside St Patricks estate. The traffic impact report determined that "no additional roadway or intersection capacity is required to accommodate the development" I disagree. Impatient drivers, increased cars, buses and trade and services will change the dynamics much more than they seem to acknowledge. The safety of residents both on the roadway and on the footpath will be challenged.
- Covenant: St Patrick's estate was sold under the covenant of being a closed estate with no through access. Karina Close is a completed cul-de-sac with curb and guttering and the blocks in this close were sold off as residential house blocks. The developer should not be given the opportunity to change the designated residential block into a roadway to access another subdivision. The driveway that is currently a dirt track access to the block above the subdivision is just that, a one household driveway, not a road.
- Previous applications by developers on the western side of The Avenue to access via a lane into The Avenue were denied, surely the terms have not changed to now allow this application. I would hope it is not a matter of money or "who you know"
- Septic tanks – I do not believe the residents of the new subdivision will be satisfied with restricted services long term and they will demand proper sewerage lines in the future. Can council afford this possibility?
- Personally, I accept the development of the area but disagree strongly with access being made through The Avenue and Karina Close.

- It has become apparent that not all residents affected by this proposal have received letters from the council. This is unsatisfactory as they should be made aware of the increase in traffic and noise plus the alterations to Karina Close.
- Family of one of the developers have been gloating that they have been given approval and that it is only a matter of time before it goes ahead. I would hope that this 'behind the scenes' dealings are not going on.
- Will our rates be adjusted down as the value of our properties decrease as a result of this access through The Avenue and Karina Close?

Please consider these points and conduct further consultation with the community.

Yours sincerely

John Goodall

From: [redacted]@mactel.com>
Sent: Monday, 2 March 2020 12:00 AM
To: John Goodall
Cc: Graham Glover
Subject: DA-16-2019 Response DAR

Dear John,

Thank you for the opportunity to meet with you and Graham last Thursday morning.

Supporting Graham's comments:

1. We note the main alteration to the initial subdivision road plan is to separate road access to the 39 proposed blocks viz: Blocks 1-12 and Blocks 17-22 per Karina Close, and Blocks 13-16 and 23-39 per Sutherland Avenue/Springhill Lane.

If the original four stage proposal is now reduced to two, we might expect the Karina Close accessed blocks to proceed first. This may explain why the revised Kelley Covey Traffic Impact Assessment does not mention Sutherland Avenue.

While the road separation has the effect of preventing through traffic from Old Gostwyck Road accessing West Armidale per Sutherland Avenue > Subdivision > The Avenue, it obliges 21 proposed dwellings ("Stage Two") to use Sutherland Avenue exclusively.

2. Potentially with two vehicles per household and at least two movements along the Avenue per day for each, this increases traffic volume by 84 movements.

The Avenue already services 9 dwellings, with at least two vehicles per dwelling, some more, with two or more movements per day.

Six of these dwellings use the full 400 metre length of the Avenue.

3. Current traffic movements along the Avenue originating from the west end creates:

- Safety issues due to excessive speed, particularly given No 17's proximity to the road - pedestrian and entering vehicles
- Dust, significant and especially when even a modest easterly wind blows
- Noise, particularly vehicles hurrying to the Old Gostwyck Road T intersection.

4. I note that the development applicant, Mr Gream, has purchased Lot 533 which borders the entire north east side of the Avenue and may well wish to subdivide in the future, adding at least four vehicle accesses the the three existing at 11, 17 and 19.

Recommendation Summary

- That Sutherland Avenue be slightly widened and surfaced with appropriate drainage etc
- The widening does not necessitate the removal of two habitat trees opposite No 17.
- That at least TWO traffic calming devices are installed. Perhaps a chicane type device can take advantage of the trees.

- That surfacing occurs BEFORE any construction begins on the proposed development, including roads, to mitigate the increased traffic movement of road plant, lorries etc and then increased lighter traffic movement due to dwelling construction. If Sutherland Avenue is used as "cross country" access for road plant etc to the proposed road extension from Karina Close, surfacing should occur first.

350

18th May 2020

Objection to the proposed Karina Close ACCESS to Subdivision 7 to 41 Lot residential subdivision Armidale: DA-16-2019

I write to draw your attention to what I believe to be a poor choice of road access into a new subdivision that is before Armidale Regional Council. I have no objection to the subdivision itself only the entry way via a completed and previously closed St Patrick's estate.

When the land in St Patrick's estate was subdivided many years ago it was prepared as a closed subdivision with one main loop road, The Avenue with four small cul-de-sacs branching off to four house blocks in each; Karina Close is one of those cul-de-sacs. Karina Close contains four house blocks and an easement leading to a home behind the estate. It is astounding to me that one of the remaining vacant blocks, 5 Karina Close, that has been owned by Chapman since the original sale of land in St Patrick's estate can now be altered to give access to a further 18 to 40 new homes. The Avenue and its access points off The Boulevard and Ross Street were never designed to accommodate further housing estates. Chapman's have attempted previously to open up land via 5 Karina Close and this was blocked by the surrounding residents and the then Armidale and Dumaresq council.

I believe that there has not been an opportunity for conversation with council even before COVID-19 lockdown rather a direction that concerns must be addressed via written submissions relating to the DA be sent only to John Goodall, Coordinator Development, Planning and Environment. Although John has been receptive of the submissions no one has been able to have a sit-down meeting with John or other council staff to investigate our concerns. Rather we have been admonished by the Mayor for making direct contact with councillors. Councillors have voiced their opinion that this choice of access to the development is a bad idea and have encouraged myself and other residents to take this to a higher authority.

Recent discussions with local real estate agents support our concern that properties in The Avenue and Karina Close will be drastically devalued. The developers are "cashing in" on the current standards of St Patrick's estate to improve the value of their building blocks, understandable but at a dreadful cost to the established residents.

The Traffic Impact Assessment report 2019 contains a recommendation of "restricting parking on both sides of Karina Close" reducing the facilities of current residents. There is no indication by council of planned improvements to current infrastructure. If council does not have the funds to support the proposed subdivision then don't let that come at a cost to St Patrick's estate. Sutherland Avenue should be sealed as part of the cost to the developers in opening the subdivision providing a clear main access to the whole proposed subdivision negating the need to an access via Karina Close.

Furthermore, the assessment determines that there will be "Only 17 peak hour movements are generated by the development, and these have little impact on intersection and/or mid-block capacity." Ignorance of the realities of modern living are concerning; at the minimum

of 18 blocks accessing the development via Karina Close there will be at least two to three vehicles per block, 17 peak hour vehicle movements is a ridiculous understatement.

In a recent conversation between John Goodall and a resident representing our concerns John referred to the people objecting to the proposed access via Karina Close as NIMBY residents (Not In My Back Yard). What an absurd and inappropriate comment from a person in his position. How can I expect an objective consideration of the numerous submissions from a member of council with that attitude?

Residents were told earlier this year that a decision on the subdivision would be discussed at the May 2020 council meeting. However, with current in-fighting, councillors and the mayor suing each other, the CEO's ability to manage Armidale Regional Council under intense scrutiny I believe it is not in the best interest of Armidale residents that any proposals be voted on at this time.

Proposals before council cannot be given due process while ever the council is in turmoil.

I call for an enquiry into the running of council, the behaviour of the mayor towards other councillors and general management of Armidale Regional Council.

When some councillors and local real estate agents advise that this access through a 'closed' subdivision is wrong in so many ways then surely it cannot go ahead as access to the proposed DA-16-2019 subdivision.